

INDEX TO PLAN SET	
SHEET 1	- COVER SHEET
SHEET 2	- TYPICAL SECTIONS
SHEET 3	- GENERAL NOTES/ESTIMATE OF QUANTITIES
SHEET 4-16	- PLAN LAYOUT
SHEET 16-19	- STANDARD DETAILS
TxDOT STANDARDS	
SHEET 1-4	- PED-18 - PEDESTRIAN FACILITIES CURB RAMPS
SHEET 1-5	- TYPE PRD-13 - PEDESTRIAN RAIL
SHEET 1-CH-PW-0	- CONCRETE HEADWALLS WITH PARALLEL WINGS FOR NON-SKEWED PIPE CULVERTS
SHEET 1-PM/3-12	- PAVEMENT MARKINGS
SHEET 1-TCP (2-4)	-18 - TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS
SHEET 1-TCP (2-1)	-18 - TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK
SHEET 1-	ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS (EPIC)
SHEET 1-2	- STORM WATER POLLUTION PREVENTION PLAN (SWPP)



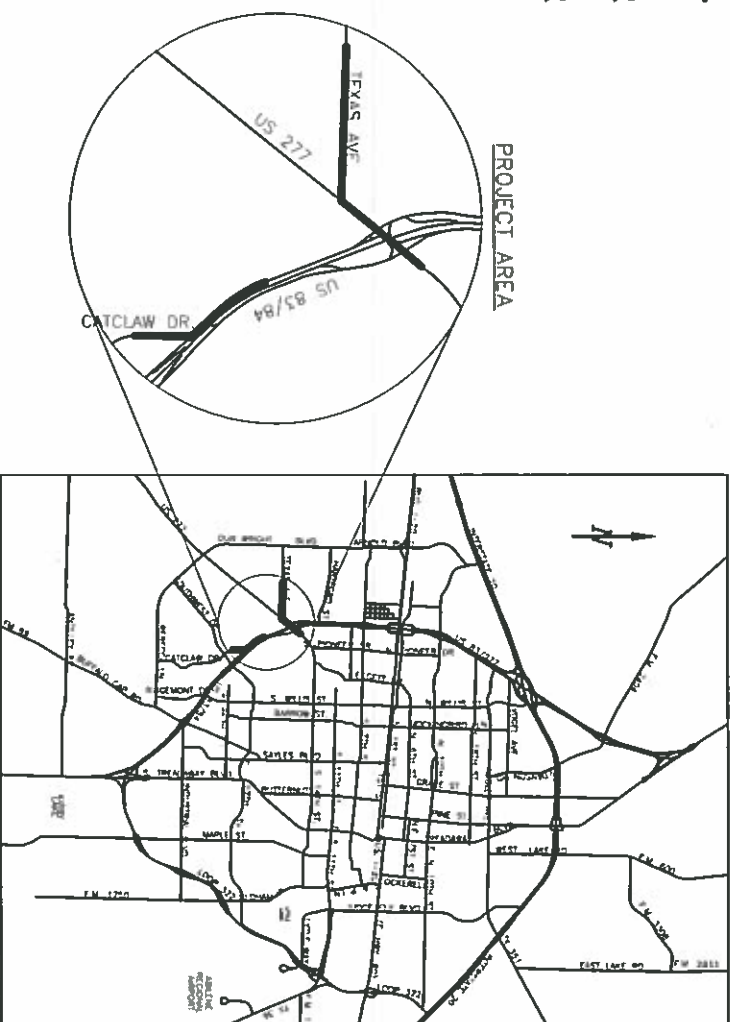
CITY OF ABILENE, TEXAS  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

TASA US 83/84 BIKE/PED IMPROVEMENTS  
TEXAS AVE. FROM CORSICANA TO HWY 277  
HWY 277 FROM TEXAS AVE. TO S. DANVILLE DR.  
S. CLACK ST. FROM HWY 277 TO CATCLAW DR.  
LENGTH: 5,073'

COUNCIL  
SHANE PRICE      WELDON HURT  
JACK RENTZ      KYLE MCALISTER  
DONNA ALBUS      TRAVIS CRAVER

MAYOR  
ANTHONY WILLIAMS  
CITY MANAGER  
ROBERT HANNA

DIRECTOR OF PUBLIC WORKS  
GREGORY S. McCAFFERY, P.E.



PROJECT LOCATION MAP

SPECIFICATIONS USED FOR THIS PROJECT ARE FROM THE  
"CITY OF ABILENE STANDARD SPECIFICATIONS FOR CONSTRUCTION"  
ADOPTED JANUARY 2001  
REVISED SEPTEMBER 2006

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF  
TRANSPORTATION, 2014 AND SPECIFICATION ITEMS LISTED  
AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT:  
REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID  
CONSTRUCTION CONTRACTS (FORM FHWA 1273, MAY 2012).

FUNDING: 2015 BOND  
ACTIVITY NUMBER: E2002  
PROJECT DURATION: 60 WORKING DAYS

All curb ramps and pertinent designs are in reasonable  
compliance with Texas Accessibility standards and the Americans  
with Disabilities Act.

TXDOT INFORMATION:  
CSJ# 0908-33-099  
FED# STP 1902 (193)TAP  
TAYLOR COUNTY

TDLR INSPECTION REQUIRED  
TDLR Project # TABS2020007618

EROSION CONTROL REQUIREMENTS:  
A determination has been made that this project/development is  
not subject to the requirements of the Texas Commission on  
Environmental Quality TPDES Construction General Permit  
TXR150000 as it will involve less than one acre of disturbed soil  
and is not part of a larger common plan of development equal  
to or greater than one acre. However, City of Abilene  
requirements for an erosion control plan and implementation of  
controls to prevent sediment introduction into the City's drainage  
way are still necessary. Questions concerning these requirements  
may be addressed to the City of Abilene's Engineering Division at  
325.676.6281.

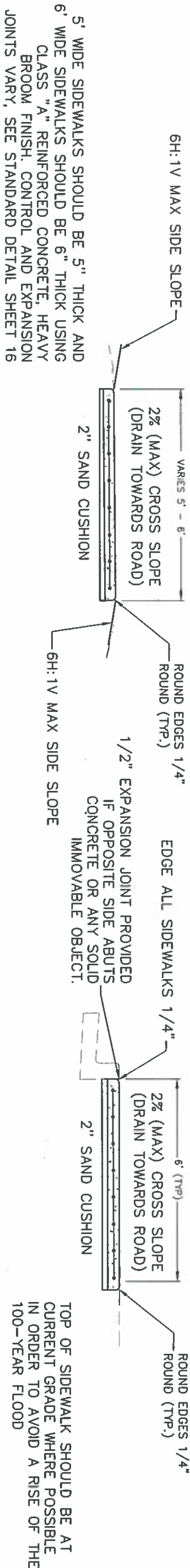


SUBMITTED BY: *Charlie J. Thomas*  
19/1/2010

CHARLIE J. THOMAS, P.E.  
INTERIM CITY ENGINEER

CONCURRENCE:

ANTHONY WILLIAMS  
MAYOR, CITY OF ABILENE

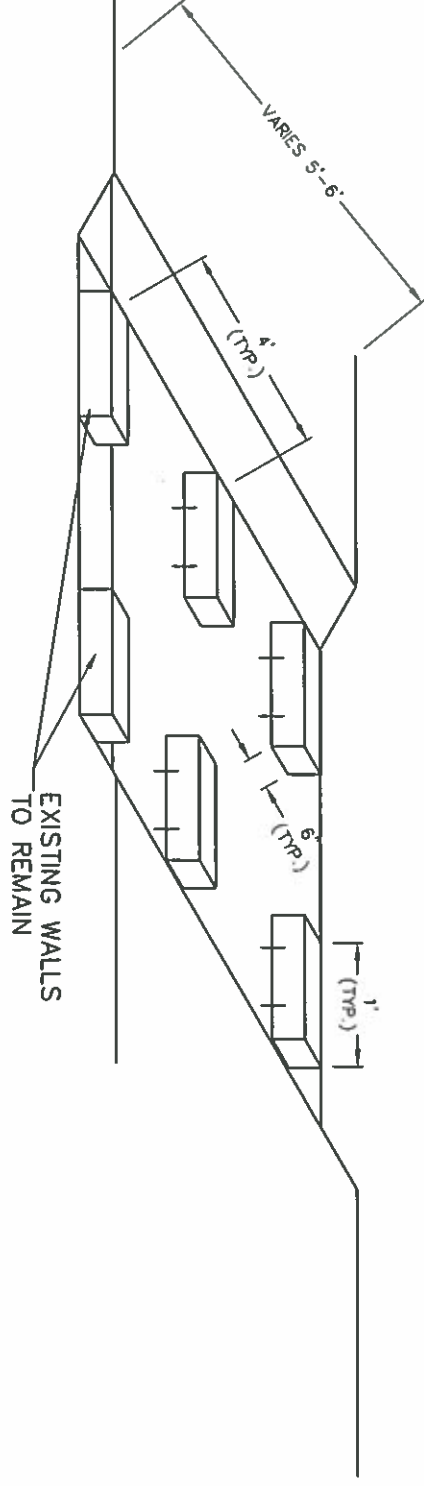


PROPOSED TYPICAL SECTION OF NEW SIDEWALK

NOTES

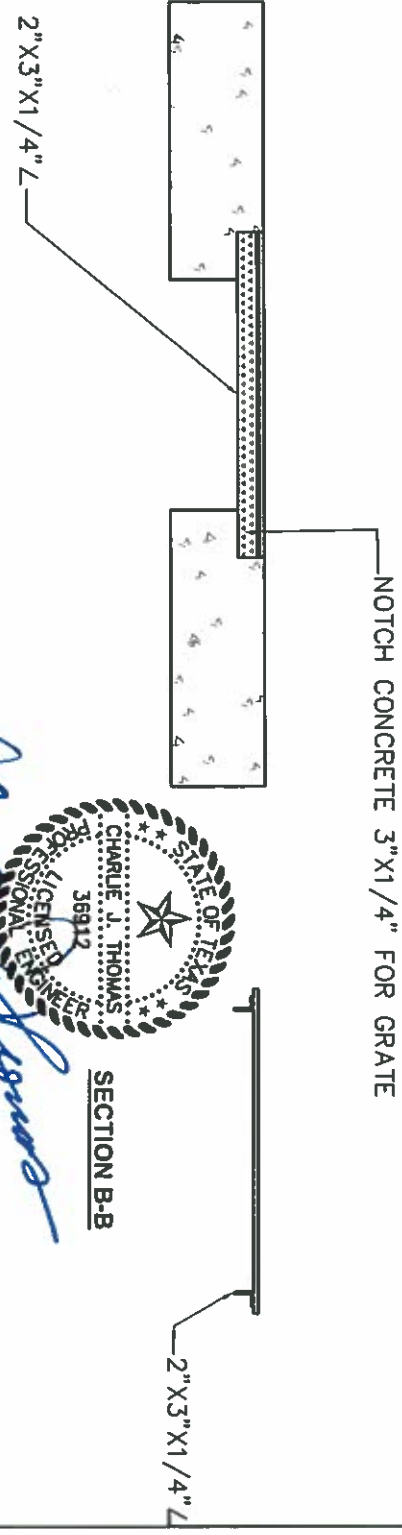
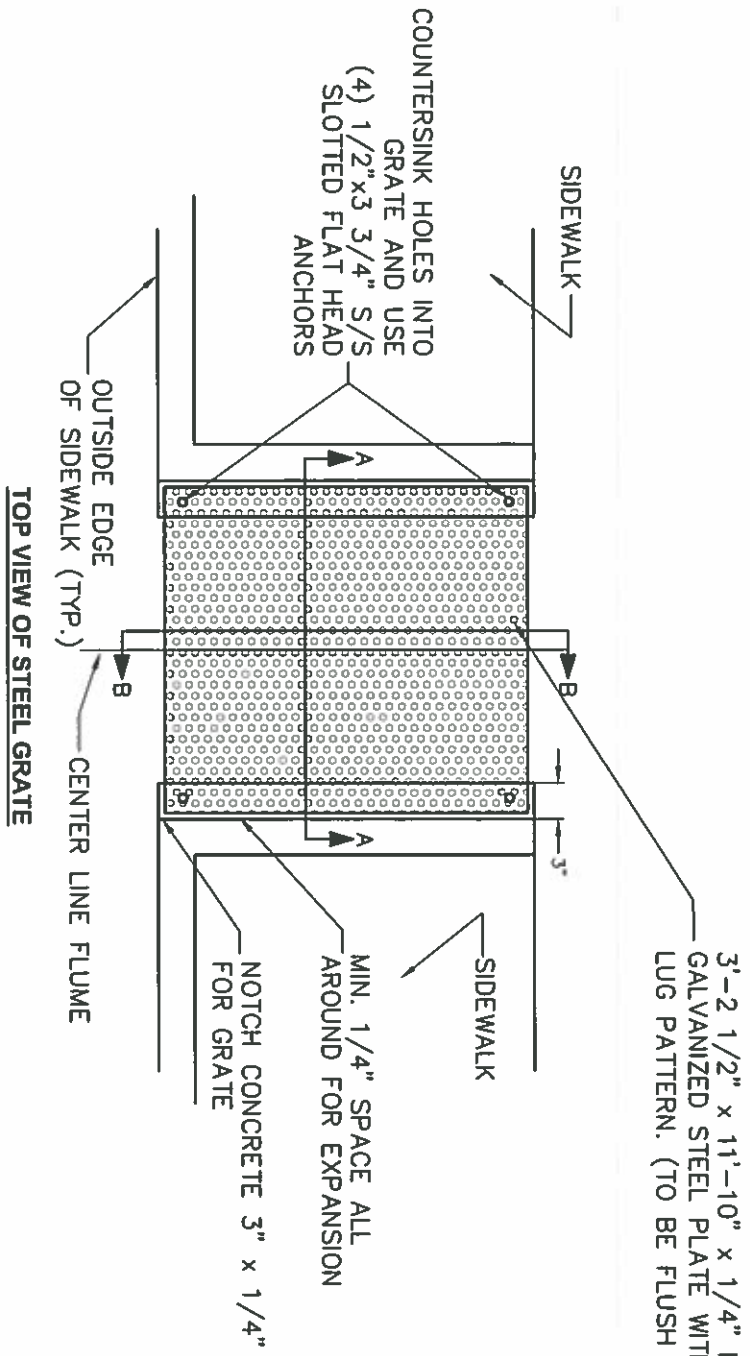
- 1. 3' DIMENSION IS FOR GRADING AND HORIZONTAL CLEARANCE REQUIREMENTS. ALL OBSTACLES WITHIN THIS RANGE SHALL BE CLEARED UNLESS OTHERWISE DIRECTED BY ENGINEER. SIMILARLY, ALL VERTICAL OBSTRUCTIONS WITHIN 8' OF THE TOP OF CONCRETE SHALL BE REMOVED, UNLESS OTHERWISE DIRECTED.
- 2. CONTROL JOINTS MAY BE TOOLED IN THE FINISHING PROCESS OR SAWED WITHIN 24 HOURS OR PLACEMENT.

DRAINAGE FLUME STEEL GRATE ISOMETRIC



NOTES

- 1. ON 5' SIDEWALK LEAVE OUT CENTER WALL.
- 2. SPANS 4' AND LESS WILL NOT REQUIRE CONCRETE WALL. DRILL AND PLACE TWO 1/2" STEEL LUGS PER WALL.
- 3. FIELD MEASURE TO INSURE ACCURATE DIMENSIONS.
- 4. BOLT PLATE TO CONCRETE WITH HILTI BOLTS AND WASHERS. ALL STEEL SPLICES SHALL BE WELDED AND GROUND DOWN TO A SMOOTH FINISH. REPAIR GALVANIZED SURFACE IN ACCORDANCE WITH TxDOT ITEM 445. TO BE PAID AS SUBSIDIARY TO ITEM531-3.



Revision:	Date:
SHEET 2	
OF 21	

GENERAL NOTES

1. THE CONTRACTOR SHALL DESIGNATE, IN WRITING, A GENERAL SUPERINTENDENT. THE SUPERINTENDENT WILL BE AVAILABLE AT ALL TIMES.
2. ACCESS TO BUSINESSES AND RESIDENTS WILL BE AVAILABLE AT ALL TIMES.
3. CONTRACTOR MUST COORDINATE ONGOING CONSTRUCTION WITH OTHER CONSTRUCTION WITHIN THE LIMITS OF THE PROJECTS AND ALTER HIS OPERATION AS NECESSARY.
4. EXPANSION JOINT (1/2") SHALL BE PROVIDED WHERE NEW CONCRETE MEETS OLD CONCRETE AND WHERE SHOWN ON THE PLANS. ALL CONCRETE SHALL RECEIVE A HEAVY BROOM FINISH. EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE SUBSIDIARY TO THE RELEVANT CONCRETE PAY ITEM.

THE CONTRACTOR SHALL USE A COMMERCIAL GRADE CONCRETE CURING COMPOUND ON ALL EXPOSED SURFACES. TWO APPLICATIONS SHALL BE PERFORMED 24 HOURS APART. A FINE MIST SPRAYER SIMILAR TO A STANDARD ORCHARD SPRAYER SHALL BE USED TO APPLY THIS COMPOUND. PAINT BRUSHES OR OTHER NON-UNIFORM METHODS WILL NOT BE USED.

A PROJECT BOARD WILL BE REQUIRED TO BE PLACED ON THIS JOB, AND UPDATED AS NEEDED. THIS BOARD WILL BE REQUIRED TO MAINTAIN TWO POSTERS TITLED "EEO IS LAW" ONE POSTER WILL BE IN ENGLISH, THE OTHER IN SPANISH. THIS BOARD WILL ALSO BE REQUIRED TO INCLUDE THE CONTRACTORS EEO POLICY STATEMENT AS REQUIRED BY THE FHWA-1273-EEO.

5. **ITEM 100 PREPARATION OF RIGHT-OF-WAY:** CONTRACTOR TO REMOVE OR TRIM TREES AND MOVE MAILBOXES, SIGNS, ETC.. AS SPECIFIED IN PLANS. ALL WASTE MATERIAL TO BECOME CONTRACTOR'S PROPERTY. OTHER ITEMS OF WORK ARE DESCRIBED IN THE STANDARD SPECIFICATIONS

6. **ITEM 104 CONCRETE REMOVAL:** IN GENERAL, REMOVAL OF CONCRETE WILL BE PAID AS SUBSIDIARY TO THE REPLACEMENT OF THE ITEM. THIS PAY ITEM IS MEANT TO PAY FOR THE REMOVAL OF EXISTING SIDEWALK LOCATED AT THE CORNER HWY 277 AND S CLACK ST AS THIS IS NOT A DIRECT REPLACEMENT, RATHER THE NEW ITEM SHALL BE CONSTRUCTED ACCORDING TO DETAIL "E" SEEN ON SHEET 20.

7. **ITEM 420-1 CONCRETE RETAINING WALL:** THERE ARE SOME AREAS THAT MAY REQUIRE CURB WALLS. THESE AREAS WILL BE VERIFIED IN THE FIELD BY THE ENGINEER. ALL REMOVAL OF EXISTING MATERIAL (DIRT, CONCRETE, ASPHALT, ETC.) ASSOCIATED WITH CONCRETE STRUCTURE CONSTRUCTION TO BE SUBSIDIARY TO ITEM 420-1, WITH MATERIAL TO BECOME CONTRACTOR'S PROPERTY)

8. **ITEM 420-2 CONCRETE DRIVEWAY:** THIS QUANTITY INCLUDES DRIVEWAYS THAT ARE TO BE REMOVED AND REPLACED. CONCRETE REMOVAL ASSOCIATED WITH THE REPLACEMENT OF A DRIVEWAY WILL BE PAID SUBSIDIARY TO THAT DRIVEWAY.

9. **ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING:** THIS PROJECT REQUIRES THE CONTRACTOR TO INSTALL CONSTRUCTION BARRICADES, SIGNS, AND TRAFFIC HANDLING ON THIS PROJECT. THERE MAY BE OTHER MINOR SIGNS AND/OR TRAFFIC MARKINGS THAT ARE DEEMED NECESSARY TO PROTECT THE TRAVELING PUBLIC AND CONSTRUCTION EMPLOYEES. PAYMENT FOR MISCELLANEOUS MINOR SIGNS WILL BE INCLUDED IN THE PRICE BID FOR ITEM 502. SEE TxDOT STANDARD TRAFFIC CONTROL PLANS LOCATED AT THE BACK OF THIS PLAN SET.

10. **ITEM 531-1 CURB RAMPS:** LENGTH OF RAMPS SHOWN IS BASED ON EXISTING AND/OR ANTICIPATED GRADES AT GUTTER AND SIDEWALK AND MAY VARY. THE SLOPE OF THE RAMP WILL CONTROL IT'S LENGTH. WHERE CURB AND GUTTER IS SHOWN ON PLAN TO BE REPAIRED IN CONJUNCTION WITH THE PROPOSED RAMP, COST OF THAT CURB WILL BE SUBSIDIARY TO THE RAMP. ALL REMOVAL OF EXISTING MATERIAL (DIRT, CONCRETE, ETC..) ASSOCIATED WITH CURB RAMP CONSTRUCTION WILL BE SUBSIDIARY TO ITEM, WITH THE MATERIAL TO BECOME CONTRACTOR'S PROPERTY. THE FLAT LANDING FOR TYPE 1, 7, AND 10 WILL BE PAID FOR AS SIDEWALK.

11. **ITEM 531-2 SIDEWALKS:** THE FINISH OF THE NEW CONCRETE SHALL MATCH THE EXISTING ADJACENT CONCRETE AS CLOSE AS POSSIBLE. WHERE THERE IS NO EXISTING SIDEWALK, THE PROPOSED SIDEWALK SHALL HAVE A ROUGH BROOM FINISH. ALL REMOVAL OF EXISTING MATERIAL (DIRT, CONCRETE, ETC..) ASSOCIATED WITH SIDEWALK CONSTRUCTION WILL BE SUBSIDIARY TO ITEM, WITH THE MATERIAL TO BECOME CONTRACTOR'S PROPERTY.

NOTE: ALL SIDEWALK AND CURB RAMPS CONSTRUCTED IN THE FLOODWAY MUST BE CONSTRUCTED BY CUTTING THE EXISTING GRADE. THE TOP OF THE NEW SIDEWALK MUST BE CONSTRUCTED AT OR BELOW THE EXISTING GRADES. THIS IS A FLOODWAY REQUIREMENT.

ESTIMATE OF QUANTITIES

ITEM #	DESCRIPTION	UNIT	TOTALS	
			ESTIMATED	FINAL
100	PREPARING RIGHT-OF-WAY	STA	54.73	
104	REMOVAL OF CONCRETE	SY	221.5	
110	EXCAVATION	CY	516	
420-1	CONCRETE STRUCTURES(RETAINING WALL)(CL "A")	CY	16	
420-2	CONCRETE STRUCTURES (DRIVEWAY)(CL "A")	SY	463.6	
420-3	CONCRETE STRUCTURES (RIPRAP)(CL "A")	SY	13	
420-4	CONCRETE STRUCTURES (FLUME)(CL "A")	SY	10.7	
500	MOBILIZATION	LS	1	
501	MODIFIED CURB INLET (15")	EA	1	
502	BARRICADES, SIGNS AND TRAF. HANDG	MO	3	
529	CONCRETE CURB AND GUTTER (CL "A")	LF	767.2	
531-1	SIDEWALKS	SF	22,100	
531-2	CURB RAMPS	SF	1,070	
531-3	STEEL GRADE	SF	207.3	
618-1	CONDUIT (PVC) (SCHD 40) (2")	LF	600	
620	ELEC CONDUCTOR (NO 6) (BARE)	LF	600	
656	PED POLE ASSEMBLY	EA	7	
662	PEDESTRIAN SIGNAL HEADS (DMS 11120)	EA	28	
664	TRAF SIG CBL (TYP 1) (4 CONDR) (14 AWG)	LF	600	
TxDOT 450	PEDESTRIAN HANDRAIL (TYP F)	LF	433	
TxDOT 466	PARALLEL WING WALLS	CY	10	
TxDOT 668-1	PREFAB PAVEMENT MARKINGS (CROSSWALKS)	LF	620	
TxDOT 668-2	PREFAB PAVEMENT MARKINGS (STOP BAR)	LF	12	
TxDOT 668-3	PREFAB PAVEMENT MARKINGS (YIELD LINE)	EA	1	
TxDOT 668-4	PREFAB PAVEMENT MARKINGS (ARROW)	EA	1	
TxDOT 668	PEDESTRIAN DETECTORS (APS)	EA	20	



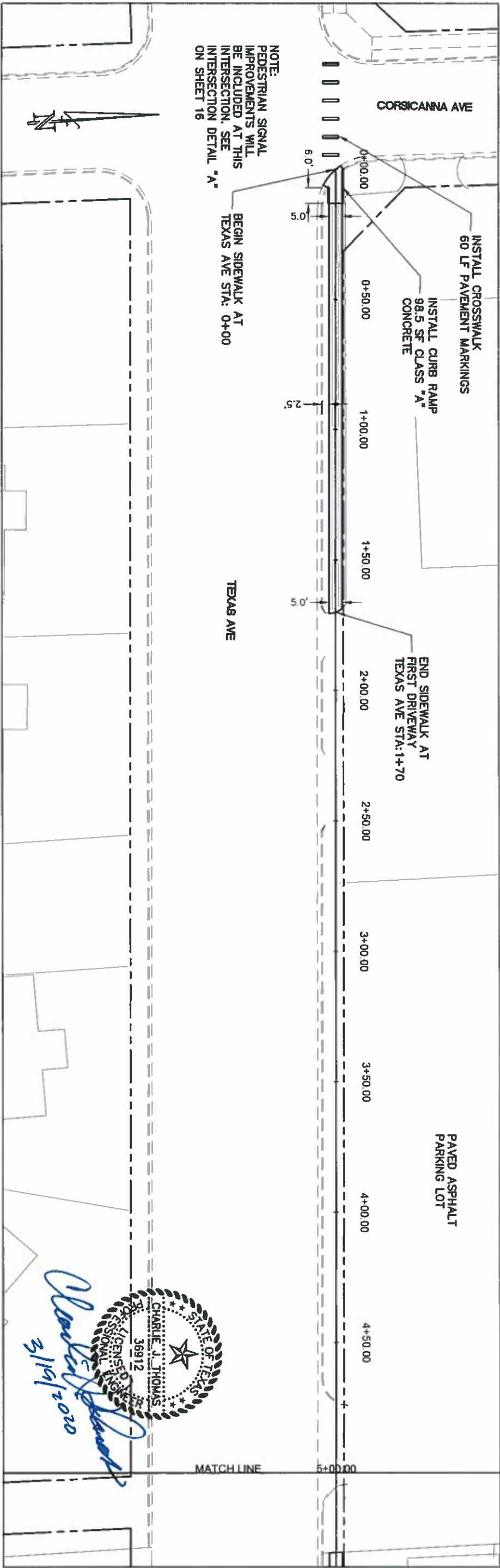
Quoted 3/19/2020

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DRAWN BY: T. MATTHEWS	VERT. SCALE: NTS	2002
CHECKED BY: C. THOMAS		DATE: 03/2020

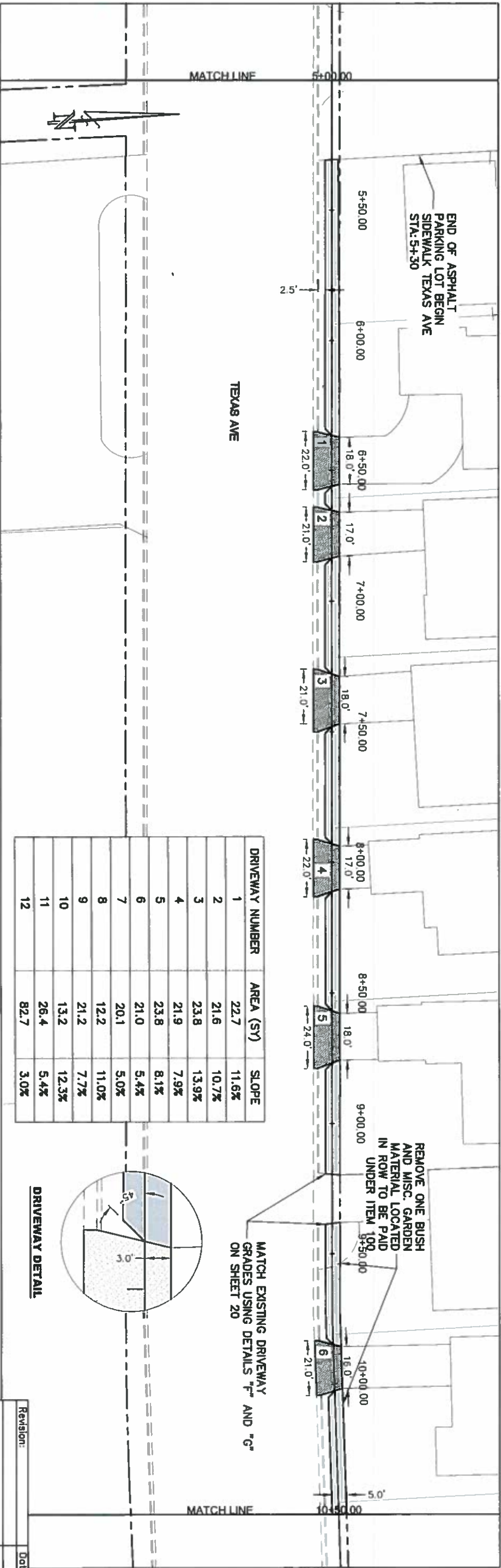
TASA US 83/84 BIKE/PED IMPROVEMENTS  
GENERAL NOTES/ESTIMATE OF QUANTITIES

CITY OF ABILENE, TEXAS  
PUBLIC WORKS DEPT./ENGINEERING DIV.

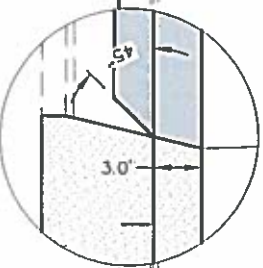
Revision:	Date:
	SHEET 3
	OF 21



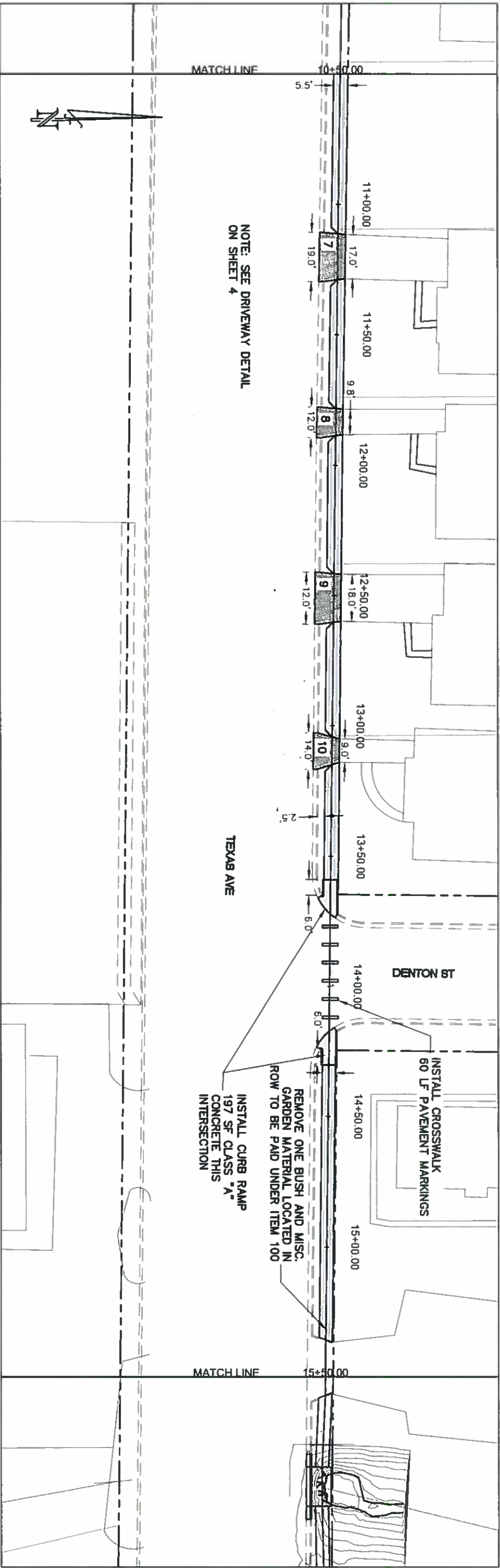
STATE OF TEXAS  
CHARLIE J. THOMAS  
36912  
LICENSED PROFESSIONAL ENGINEER  
*Charles J. Thomas*  
3/16/2020



DRIVEWAY NUMBER	AREA (SY)	SLOPE
1	22.7	11.6%
2	21.6	10.7%
3	23.8	13.9%
4	21.9	7.9%
5	23.8	8.1%
6	21.0	5.4%
7	20.1	5.0%
8	12.2	11.0%
9	21.2	7.7%
10	13.2	12.3%
11	26.4	5.4%
12	82.7	3.0%



DRIVEWAY DETAIL



NOTE: SEE DRIVEWAY DETAIL  
ON SHEET 4

REMOVE ONE BUSH AND MISC.  
GARDEN MATERIAL LOCATED IN  
ROW TO BE PAID UNDER ITEM 100

INSTALL CURB RAMP  
197 SF CLASS "A"  
CONCRETE THIS  
INTERSECTION

INSTALL CROSSWALK  
60 LF PAVEMENT MARKINGS

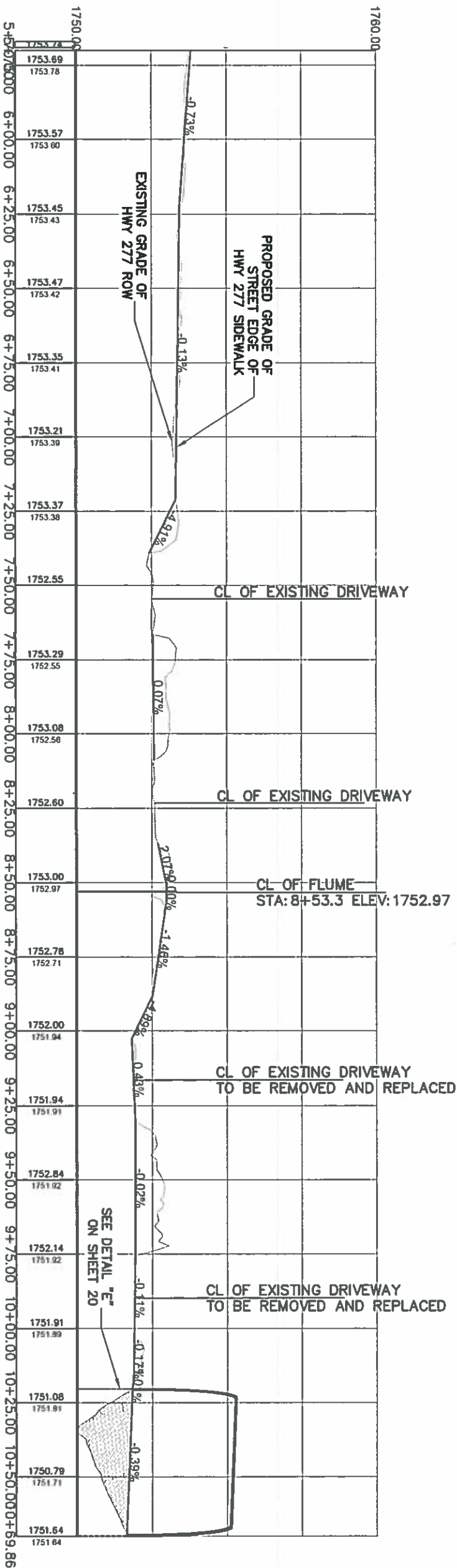
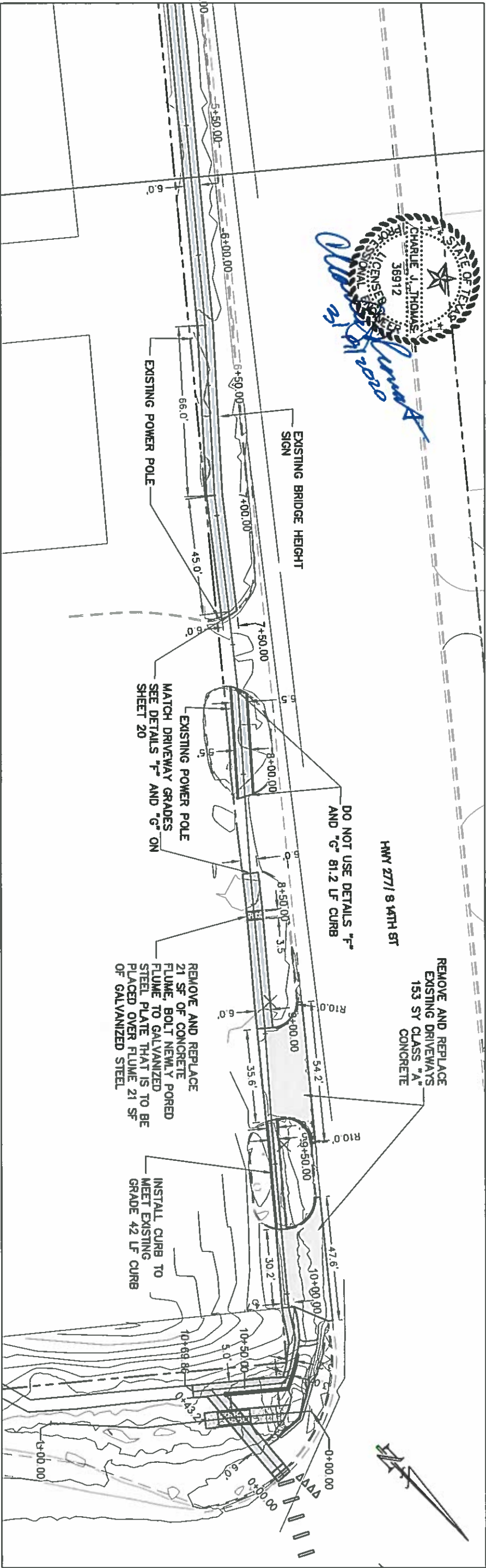
*Charles J. Thomas*  
3/14/2020

STATE OF TEXAS  
REGISTERED PROFESSIONAL ENGINEER  
CHARLIE J. THOMAS  
36912

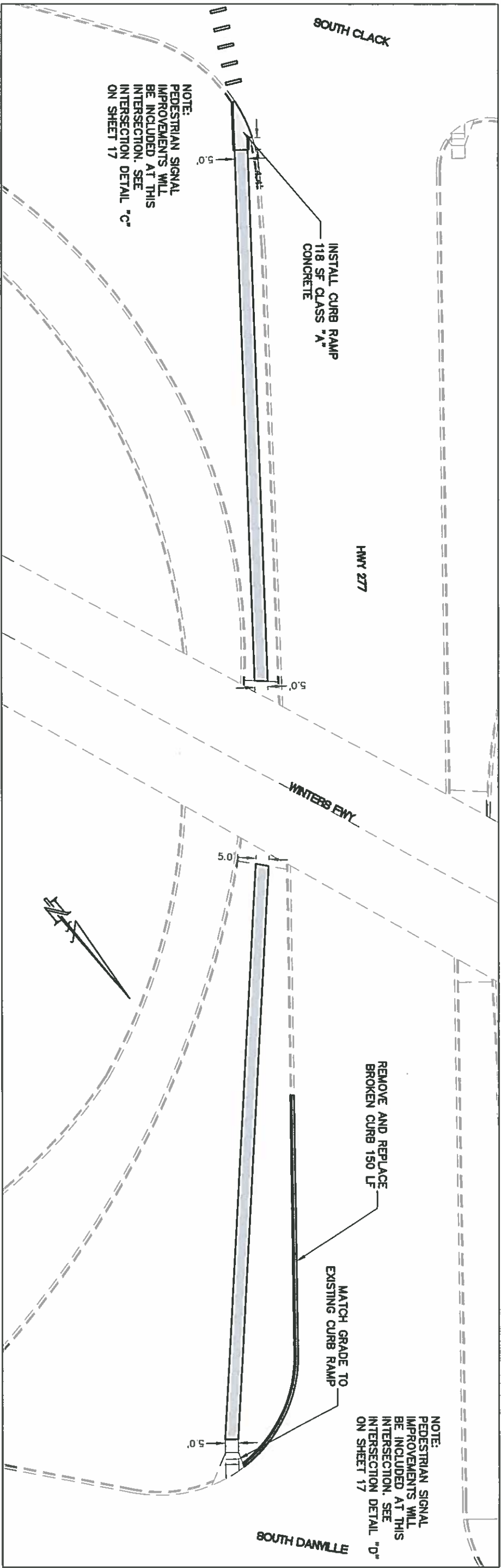
Revision:	Date:
SHEET 5	
OF 21	











STATE OF TEXAS  
PROFESSIONAL ENGINEER  
CHARLIE J. THOMAS  
36912  
*Charles J. Thomas*  
3/19/2020

Revision:	Date:
SHEET 10	
OF 21	

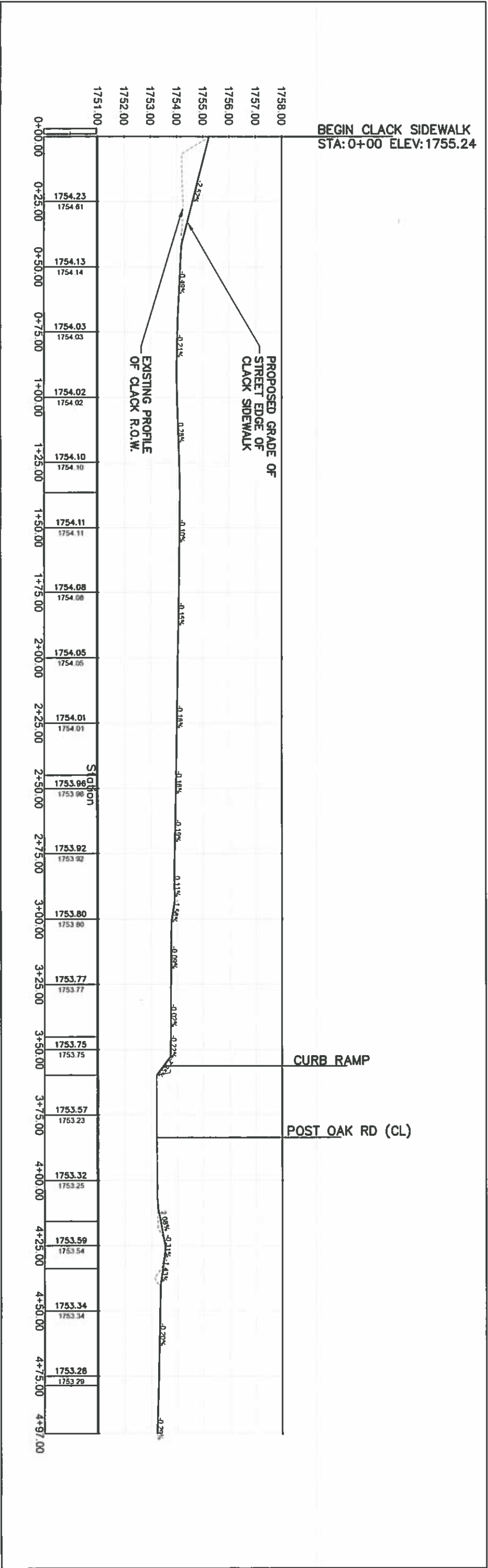
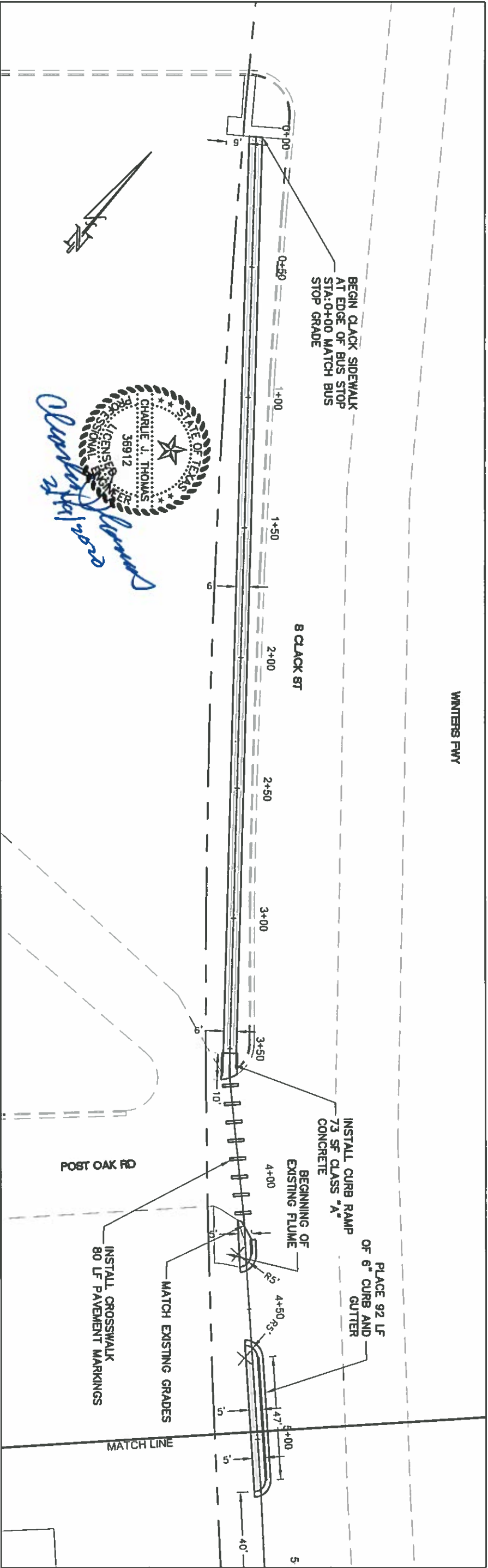
CITY OF ABILENE, TEXAS  
PUBLIC WORKS DEPT./ENGINEERING DIV.

TASA US 83/84 BIKE/PED IMPROVEMENTS  
PLAN LAYOUT

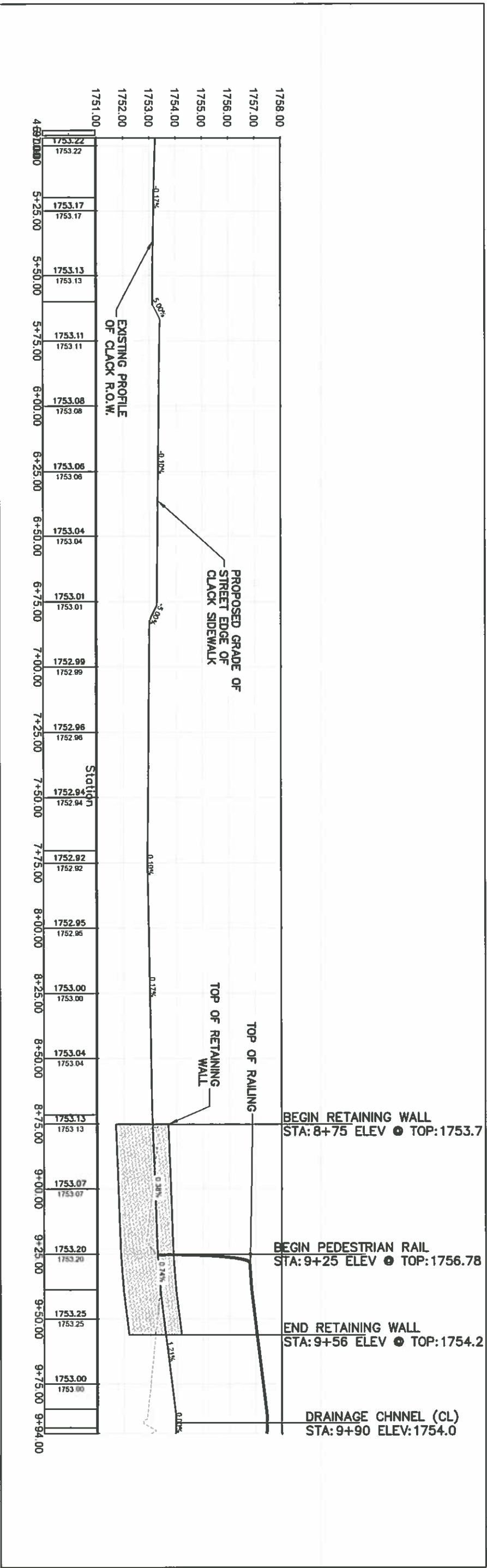
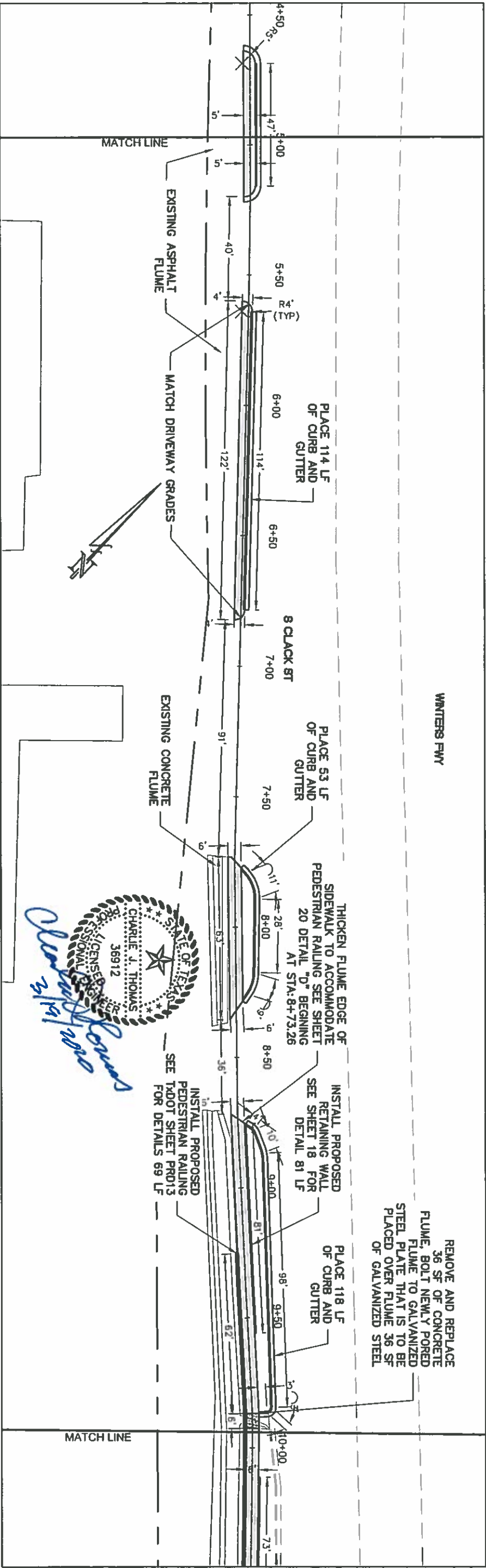
DESIGNED BY: C. THOMAS  
DRAWN BY: T. MATTHEWS  
CHECKED BY: C. THOMAS

HORIZ. SCALE: 1:40  
VERT. SCALE: NONE

DRAWING NAME:  
2002  
DATE: 03/2020



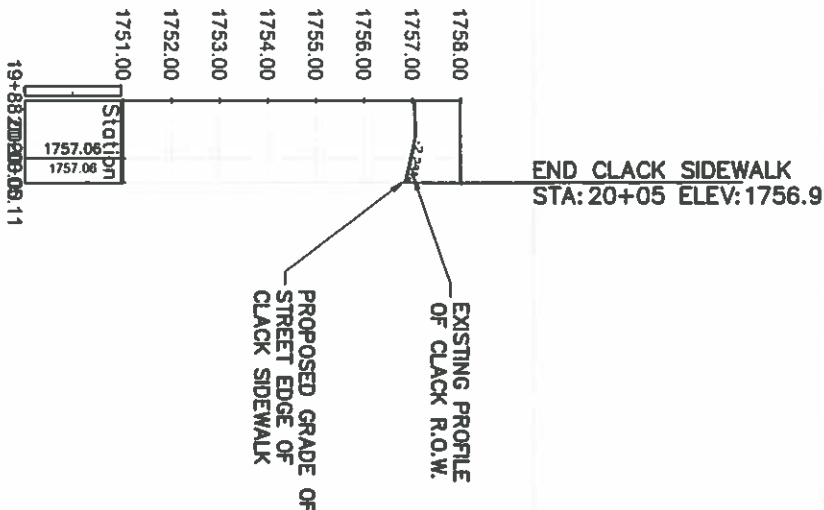
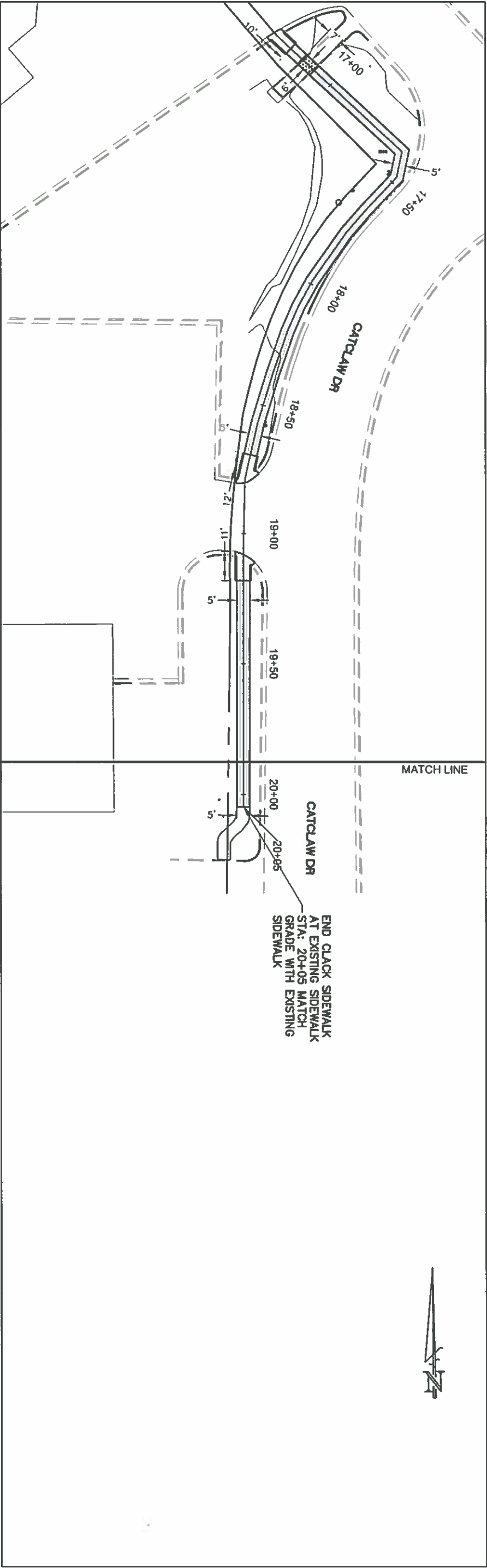
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SHEET 11	
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DRAWN BY: T. MATTHEWS	VERT. SCALE: NTS	2002
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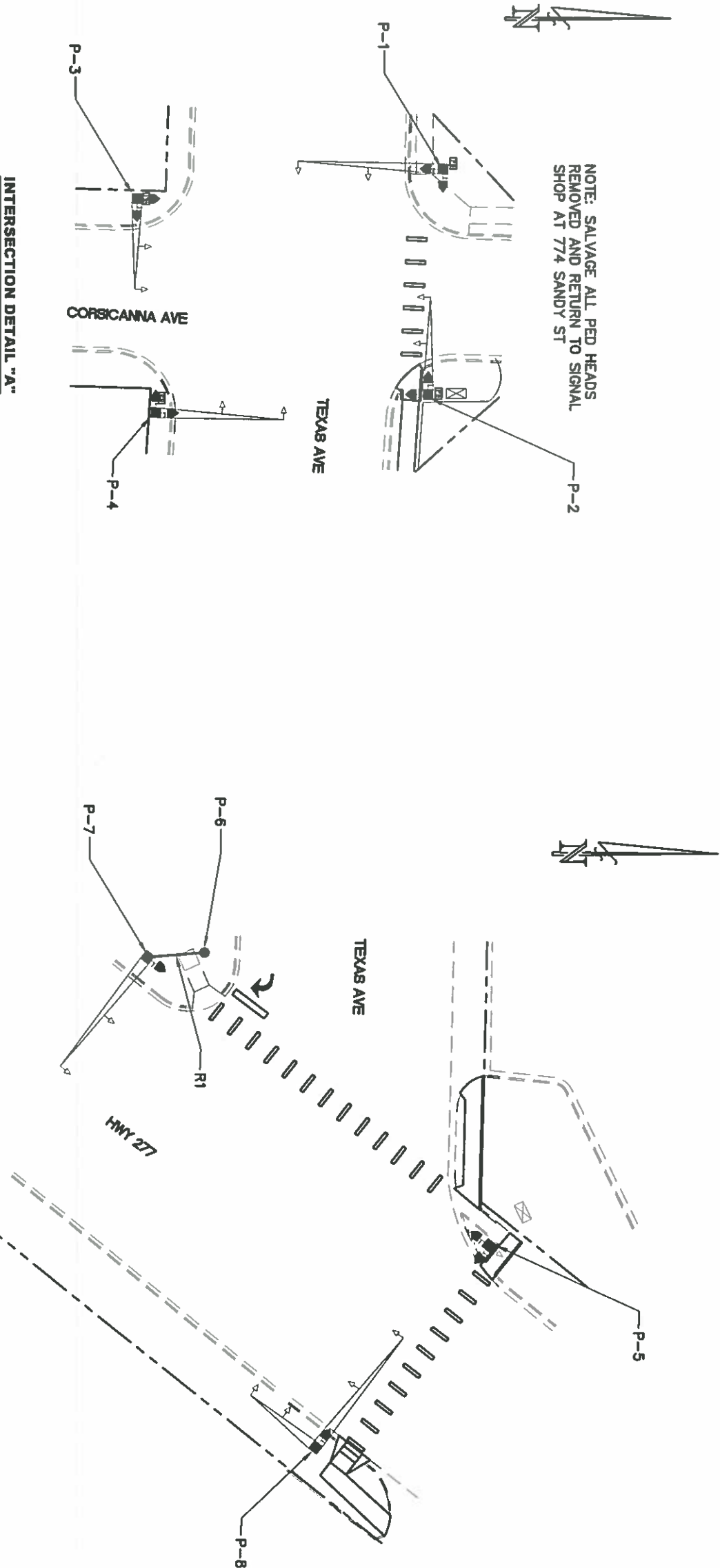
Revision:	Date:
SHEET 15	
OF 21	

SUMMARY OF SIGNAL EQUIPMENT									
POLE NUMBER	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	
INSTALL POLE	EXIST	EXIST	EXIST	EXIST	EXIST ***	PED *	EXIST ***	EXIST ***	
# OF PED BUTTON/SIGN ASSY	0	0	0	0	2	1	0		1
# OF PED HEADS	2	2	2	2	2	0	1		1
PED POLE FOUNDATIONS						6'			

\* SPUN ALUM POLE TOE, SCH 40, 4.5" O.C., 0.237 WALL, PELCO PB 5100-8' ON ALUM SQUARE BASE PELCO PB 5335, OR EQUAL.

\*\* THIS TABLE DOES NOT REFLECT THE QUANTITIES OF CABLE INSIDE THE POLE. QUANTITIES OF CABLE INSIDE THE POLE WILL NOT BE PAID DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM 656 - "PED POLE ASSEMBLY".

\*\*\* REQUIRES PUSH BOTTON EXTENTION.



INTERSECTION DETAIL "A"

INTERSECTION DETAIL "B"

- LEGEND**
- EXIST. CABINET
  - EXIST. PULLBOX
  - EXIST. SIGNAL
  - PROPOSED PEDESTRIAN POLE ASSEMBLY
  - PROPOSED CONDUIT
  - EXISTING SIGNAL HEAD
  - PED HEAD (TYPE C0)

**SIGNS AND SIGNAL HEADS**

PEDESTRIAN PUSHBUTTON PLATES

TYPE "CD" ( 16 )

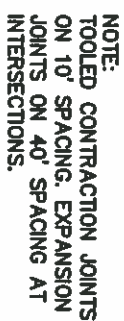
R10-3e ( 16 )

R10-3e ( 16 )

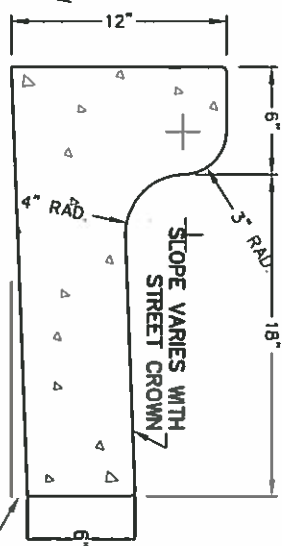


*James M. Rogge, P.E.*  
3/19/2020



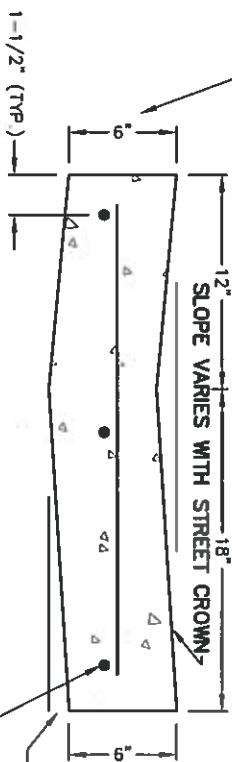


**NOTE:**  
TOOLED CONTRACTION JOINTS  
ON 10' SPACING. EXPANSION  
JOINTS ON 40' SPACING AT  
INTERSECTIONS.



### STD. CURB & GUTTER

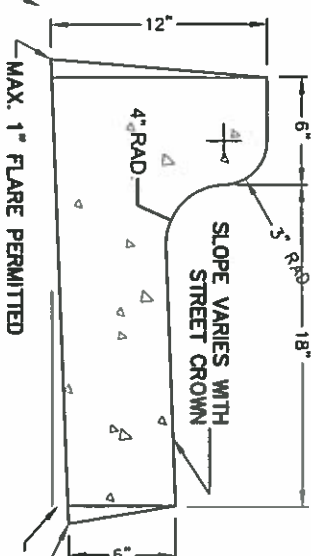
**- VARIES - 1/2" TO 1-1/4"**



## STD. LAYDOWN GUTTER

VARIES - 1/2" TO 1-3/4"

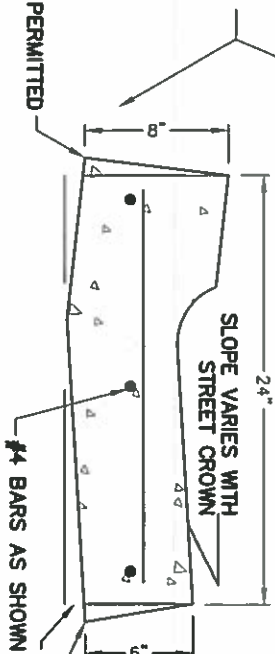
NOTE: EXTRUDED CONCRETE MAY USE A MODIFIED GRADATION FOR MACHINE LAID CURB AND GUTTER AS APPROVED BY THE CITY ENGINEER. EXPANSION JOINTS WILL BE PERMITTED AT 100' INTERVALS AND AT ALL BEGINNING AND ENDING RAIL. TOOLED CONTRACTION JOINTS WILL BE AT 10' SPACING.



—MAX. 1" FLARE PERMITTED

-MAX 1" FLARE PERMITTED  
VARIES - 1/2" TO 1-3/4"

## **MACHINE LAID CURB & GUTTER**



**NOTE:** CONTRACT JOINTS ON 10' SPACING. EXPANSION JOINTS AS 100' SPACING AND/OR BEGINNING OF RADI.

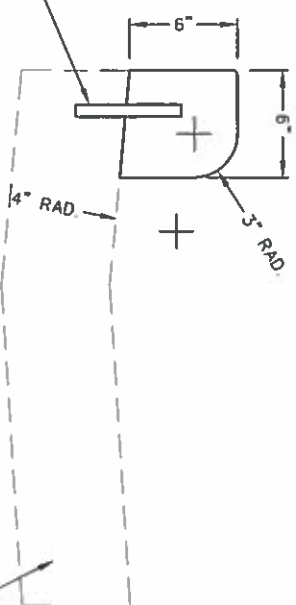
**MAX. 1" FLARE PERMITTED**

**BAR**

-MAX 1" FLARE PERMITTED  
VARIES - 1/2" TO 1-3/4"

**NOTE:**

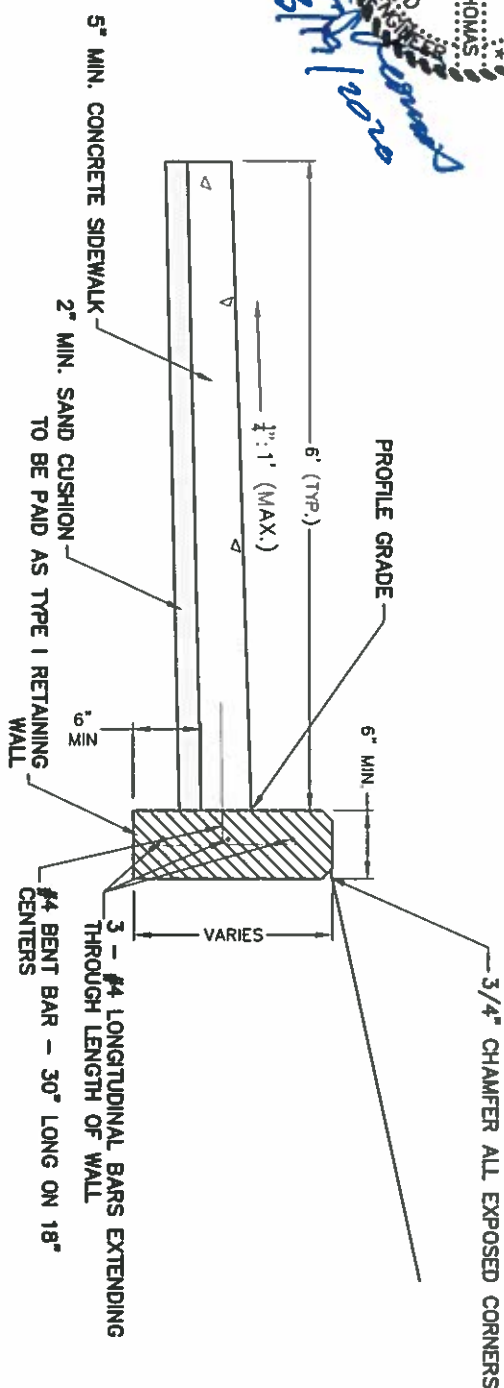
DIMENSIONS SHOWN ARE MINIMUM REQUIRED THE DESIGNER MAY ADJUST WIDTH ACCORDING TO THE NEED. CONCRETE FOR CURB AND GUTTER SHALL BE 4400 PSI, CLASS "P" CONCRETE. THE USE OF MORTAR TOPPING IS OPTIONAL BUT THE USE OF A "MULE" FINISHING TOOL IS NOT. MORTAR TOPPING WILL NOT BE USED AS CONCRETE FOR PULL DEPTH PLACEMENT.



**DOWEL CURB INTO EXISTING GUTTER  
WITH #4 BARS 18" O.C.**

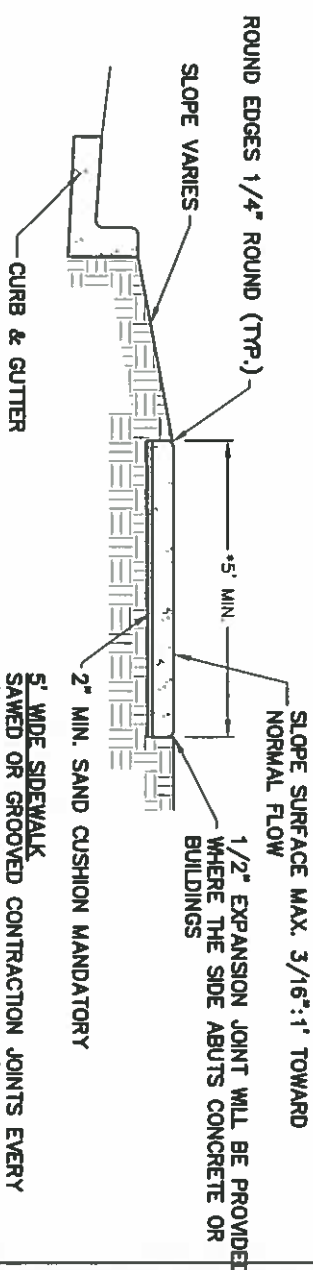
## DOWELING CURB TO EXISTING GUTTER

**EXISTING GUTTER**



### **TYPICAL TYPE 1 RETAINING WALL**

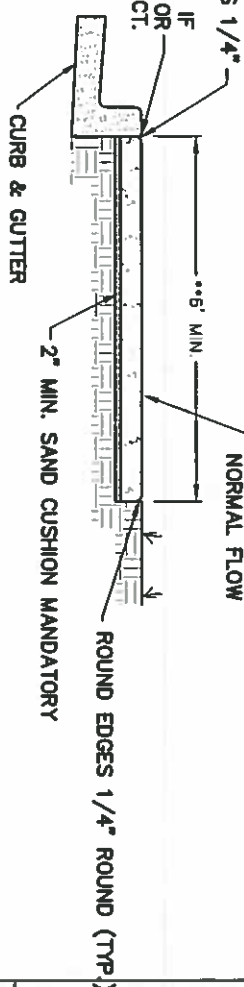
**NOTE:**  
ALL SIDEWALK SHALL BE A MIN OF CL. "A" 3500  
PSI CONCRETE AND REINFORCED WITH:  
#4 BARS ON 24" SPACING BOTH DIRECTIONS



5. WIDE SIDEWALK  
SAWED OR GROOVED CONTRACTION JOINTS EVERY  
5' AND EXPANSION JOINTS EVERY 40'  
6. WIDE SIDEWALK  
SAWED OR GROOVED CONTRACTION JOINTS EVERY  
6' AND EXPANSION JOINTS EVERY 48'

**SLOPE SURFACE MAX. 1/4":1' TOWARD  
NORMAL FLOW**

EDGE ALL SIDEWALKS 1/4"  
1/2" EXPANSION JOINT PROVIDED IF  
OPPOSITE SIDE ABUTS CONCRETE OR  
ANY SOLID IMMOVABLE OBJECT.



## TYPICAL SIDEWALK SECTIONS

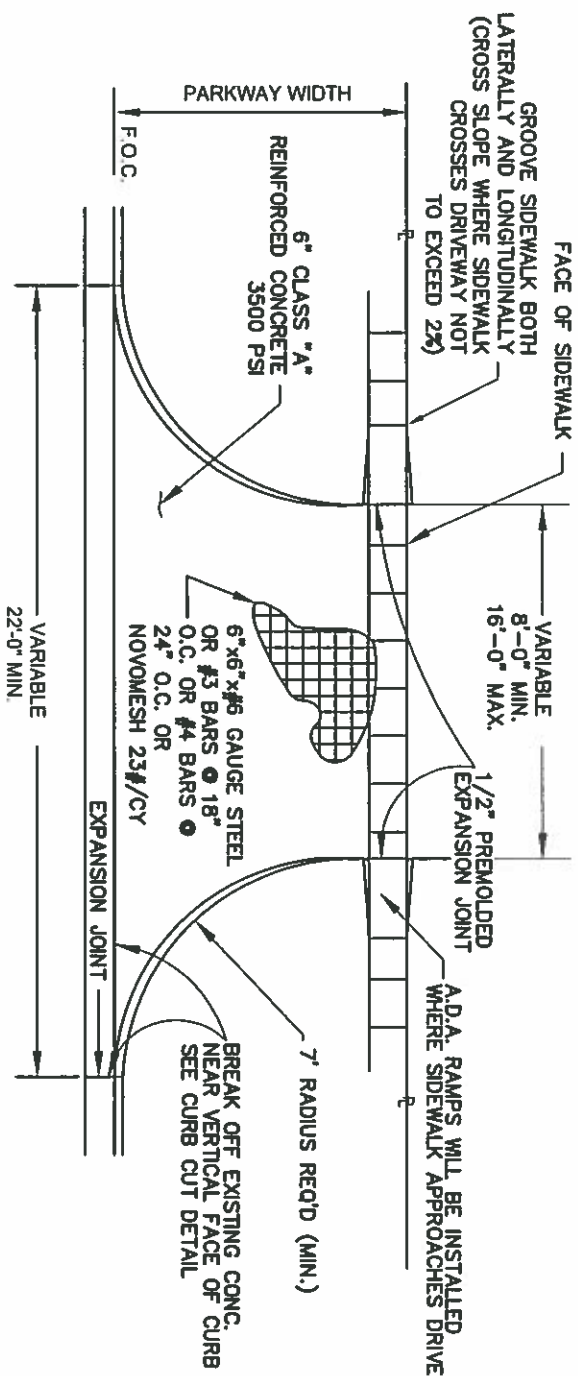
**\*\*ALL SIDEWALKS ABUTTING CURB AND GUTTER SHALL BE AN ADDITIONAL 1' WIDER THAN TYPICAL SIDEWALK WIDTH. (ALL WIDTHS MUST COMPLY WITH MOST CURRENT ADA REQUIREMENTS)**

**NOTES:**

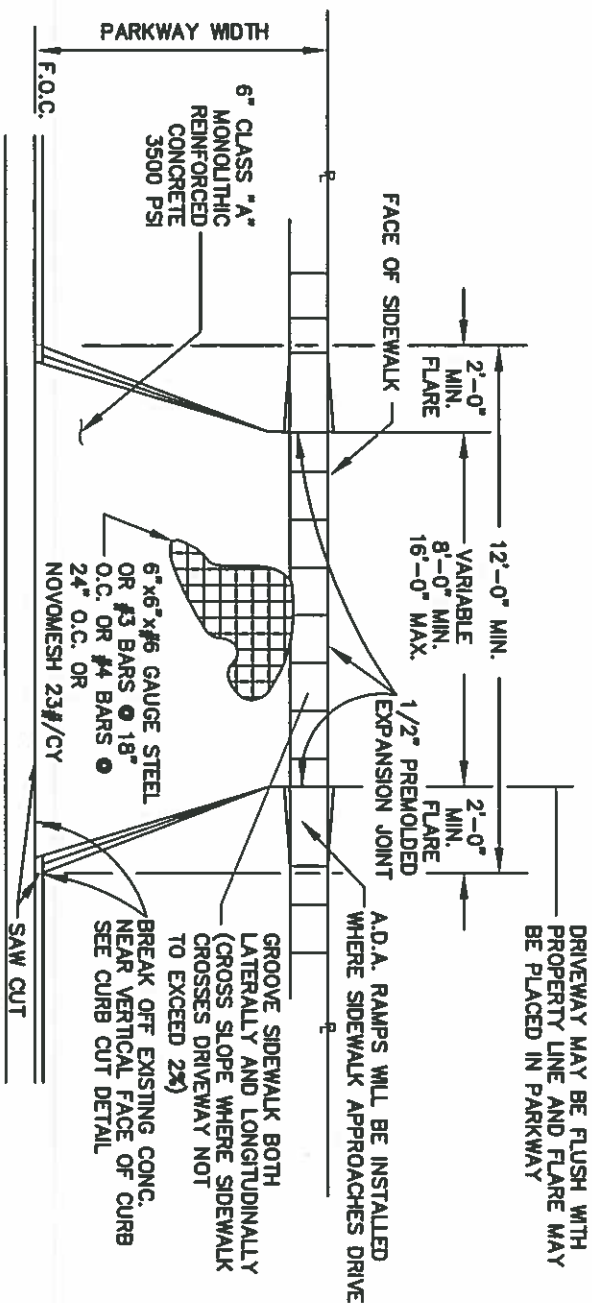
1. ALL SUBGRADE SHALL BE COMPACTED TO AN EQUIVALENT OF 95% PROCTOR DENSITY.
2. A ROUGH BROOM FINISH IS PREFERRED.
3. CROSS SLOPE OF SIDEWALK NOT TO EXCEED 1- $\frac{1}{2}$ % MAX. RUNNING SLOPE NOT TO EXCEED 5% MAX.
4. ALL SIDEWALKS ACROSS DRIVEWAYS WILL BE 6" REINF. CLASS 5 P\* CONCRETE. (SEE CONCRETE APPROACH)
5. IN NARROW RIGHT OF WAY SITUATIONS, THE MINIMUM WIDTH OF CLEAR SIDEWALK TO BE 36 INCHES.

NOTE: THE ENGINEER WILL ADJUST THE GRADE OF THE AREA BACK OF THE CURB TO ACCOMMODATE 100 YEAR FLOOD WATERS. THE SIDEWALK SHOULD NOT BE ELEVATED MORE THAN 4" FROM THE BACK OF THE CURB (WHERE FEASIBLE). FLOOD WATER DISCHARGE WILL BE THE CONTROL FACTOR IN SIDEWALK PLACEMENT AND ELEVATION.

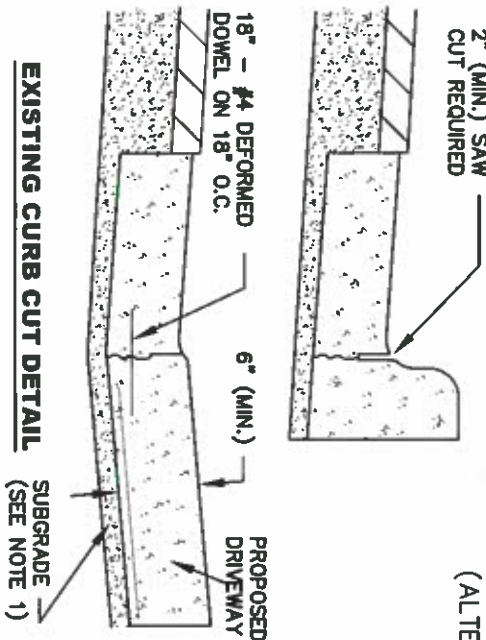
DESIGNED BY: C. THOMAS	HORIZ. SCALE: 1:40	DRAWING NAME:
DRAWN BY: T. MATTHEWS	VERT. SCALE: NTS	2002
CHECKED BY: C. THOMAS		DATE: 03/2020



**RESIDENTIAL CONCRETE APPROACH**  
(STANDARD)

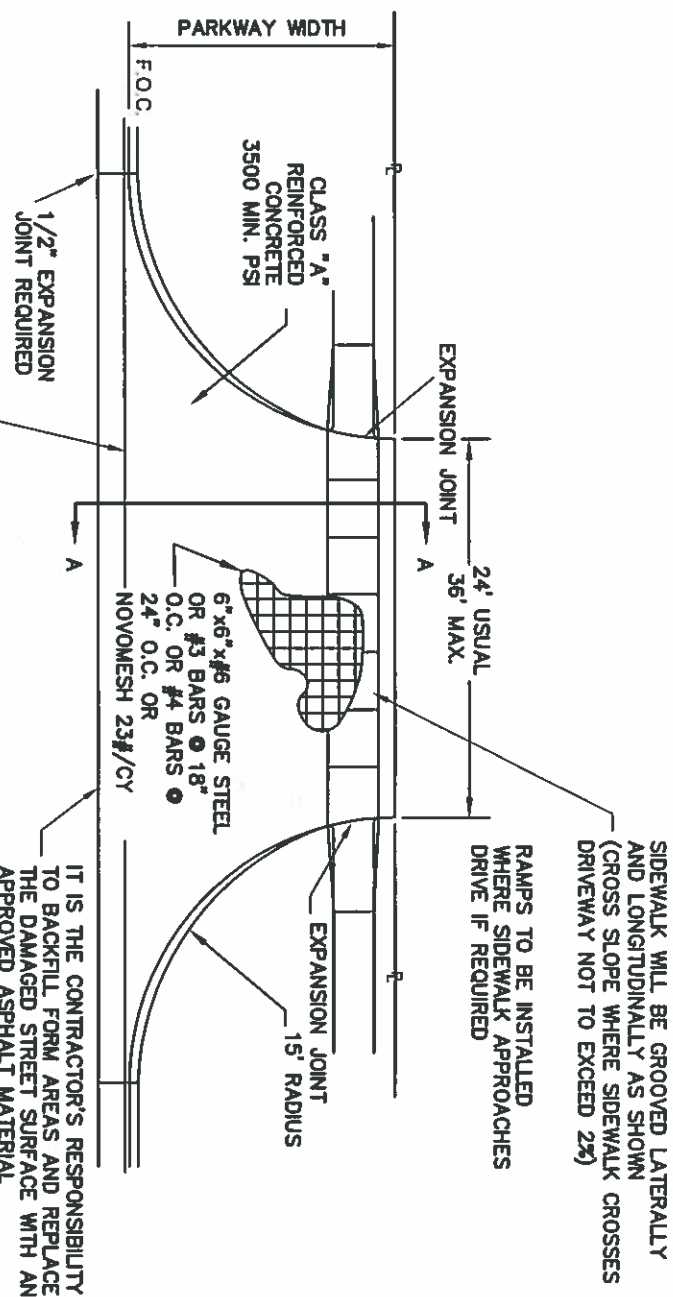


**RESIDENTIAL CONCRETE APPROACH**  
(ALTERNATE)

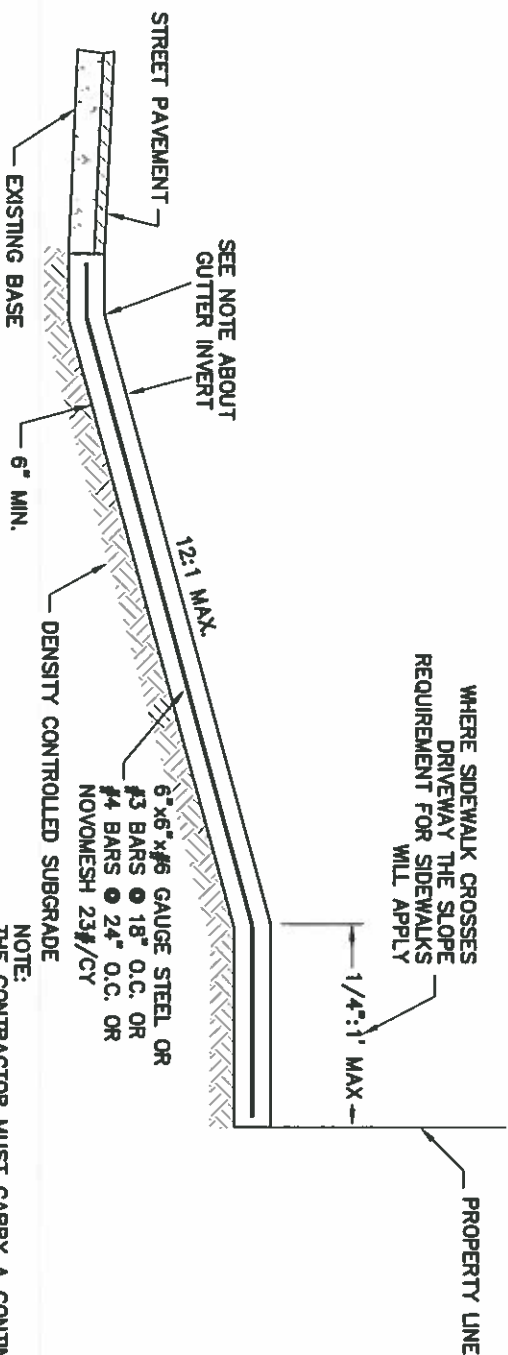


**EXISTING CURB CUT DETAIL**  
(SEE NOTE 1)

- NOTE:
1. ALL SUBGRADE SHALL BE COMPACTED TO EQUIVALENT OF 95% PROCTOR DENSITY.
  2. A ROUGH BROOM FINISH IS PREFERRED.
  3. SLOPE OF DRIVEWAY SHALL NOT EXCEED 12:1 SLOPE.
  4. WET SUBGRADE SHALL BE CORRECTED PRIOR TO PLACEMENT OF CONCRETE.
  5. DRIVEWAY MAY BE FLUSH WITH THE PROPERTY LINE.
  6. IF THE SIDEWALK CROSSES THE DRIVEWAY THE SLOPE OF THE SIDEWALK WILL NOT EXCEED 1/4" PER FOOT.



**COMMERCIAL APPROACH**

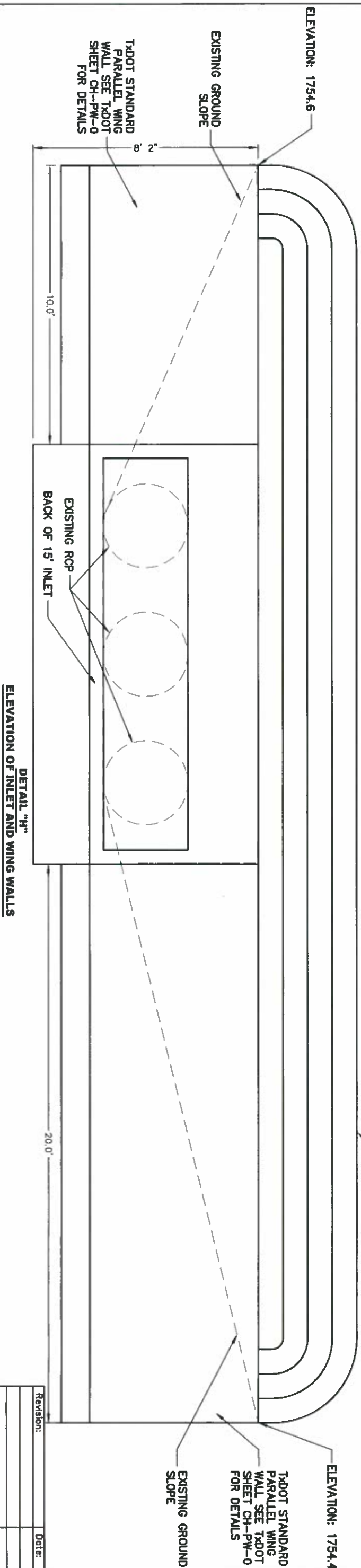
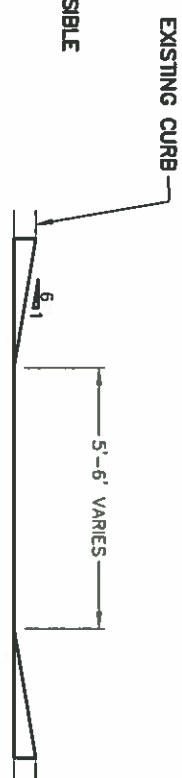
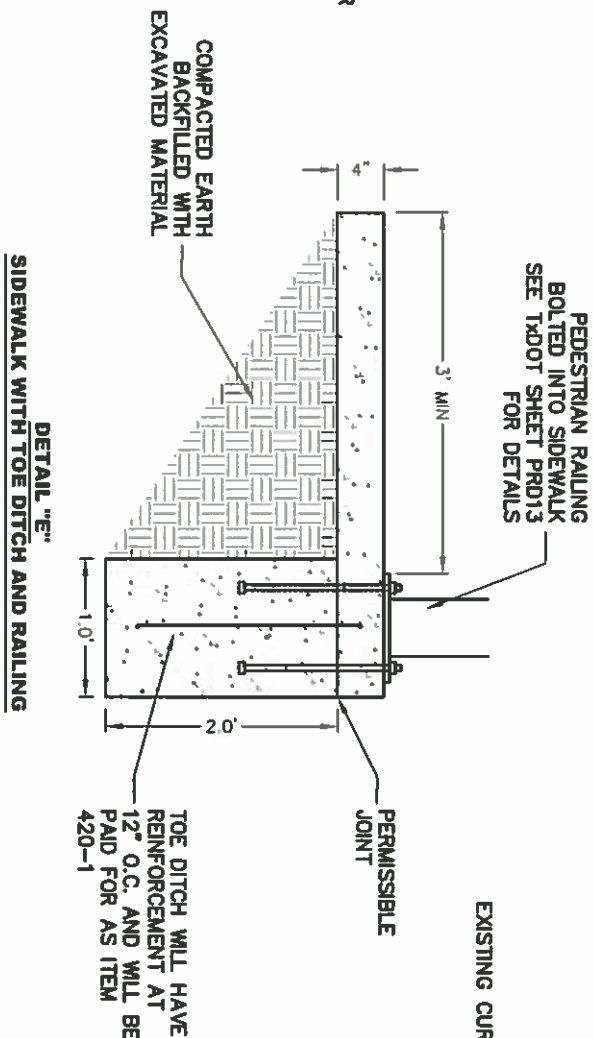
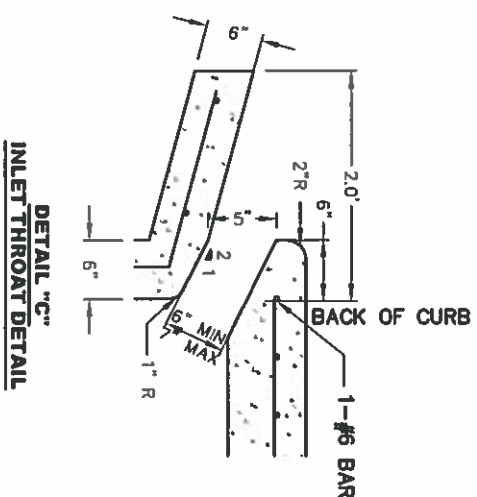
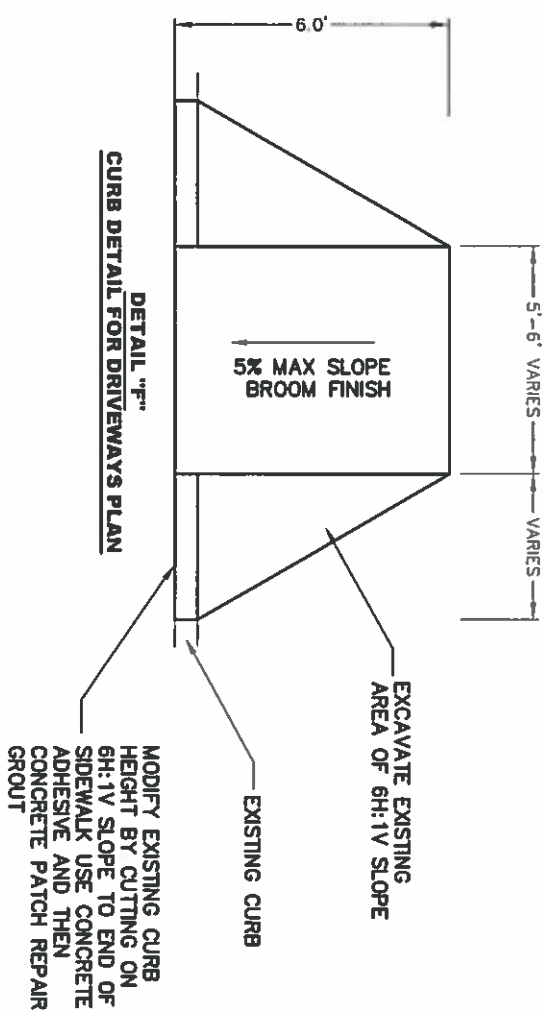
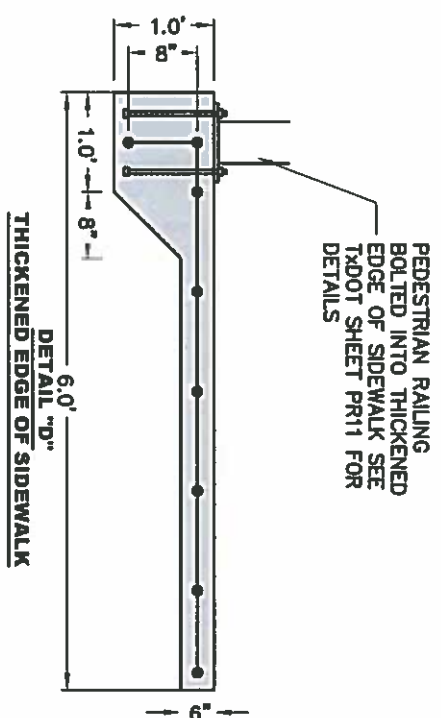
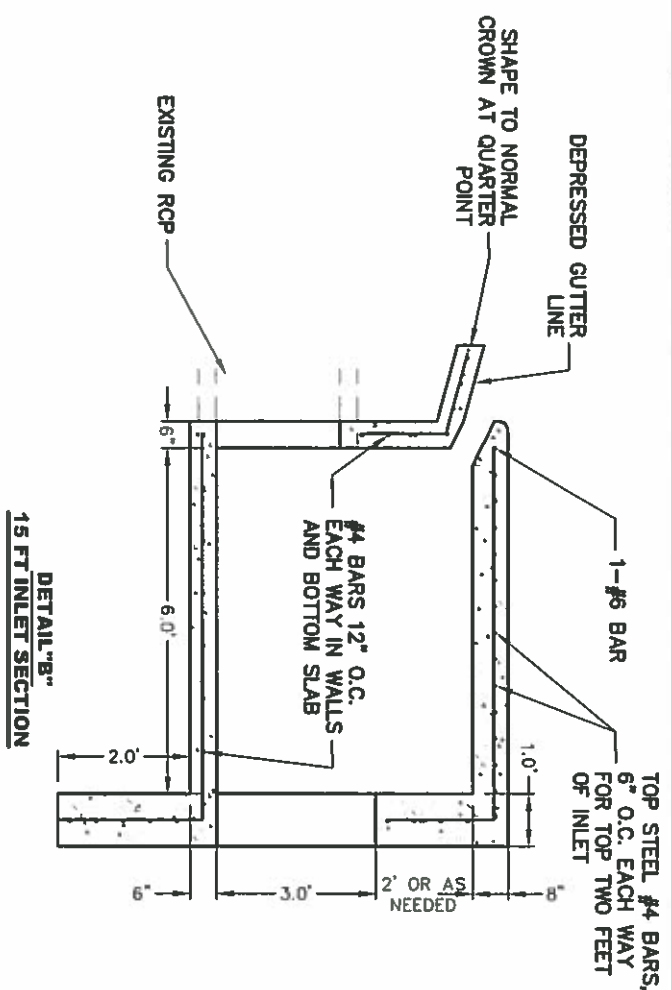


**SECTION A-A**

- NOTES:
1. ALL SUBGRADE SHALL BE COMPACTED TO EQUIVALENT OF 95% PROCTOR DENSITY.
  2. A ROUGH BROOM FINISH IS PREFERRED.
  3. SLOPE OF DRIVEWAY SHALL MEET 12:1 SLOPE MAX.
  4. WET SUBGRADE SHALL BE CORRECTED PRIOR TO PLACEMENT OF CONCRETE.
  5. DRIVEWAY MAY BE FLUSH WITH THE PROPERTY LINE.
  6. IF THE SIDEWALK CROSSES THE DRIVEWAY THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1/4" PER FOOT.
  7. LOCATIONS FOR APPROACH WILL BE AS SHOWN ON THE APPROVED SITE PLAN OR AS DIRECTED BY THE ENGINEER.

NOTE:  
THE CONTRACTOR MUST CARRY A CONTINUOUS INVERTED GUTTER GRADE FROM THE CURB AND GUTTER ACROSS THE NEWLY PLACED DRIVEWAY. THE INVERT MUST BE THE SAME AS AND IN LINE WITH THE EXISTING STREET GUTTER.





NOTE:  
CHAMFER ALL EXPOSED  
CORNERS  $\frac{3}{4}$ "

3/14/2008

STATE OF TEXAS  
CHARLIE J. THOMAS  
36912  
PROFESSIONAL ENGINEER

# TRAFFIC CONTROL PLAN

The Contractor on this project will be required to submit a traffic control plan for each phase of this project. This plan will be in written or picture form and will be in compliance with the latest version of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways (Part VI). Before work begins, the Traffic Control Plan has to be approved in writing by the Engineer. The approved plan will then become a part of the Contract.

Any deviation from the approved Traffic Control Plan will void the acceptance of that plan and a corrected version will be submitted for approval.

No work will be performed until the Traffic Control Plan has been presented to the City of Abilene and has been approved in writing by the Engineer.

Any pedestrian routes that are affected by this project will require the same approval process as traffic. Pedestrian traffic that is moved from its normal path will be protected by an approved traffic control plan.

**The Traffic Control Plan must have the following elements:**

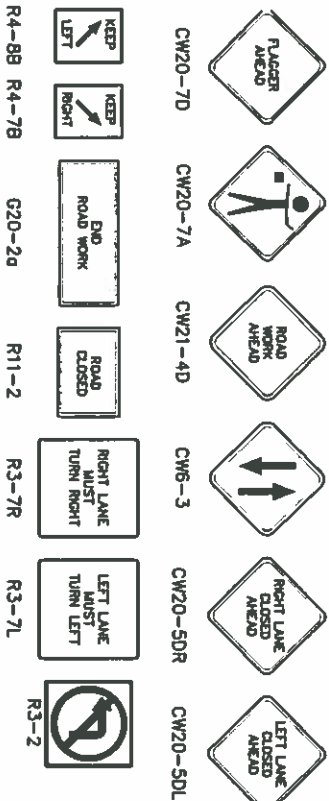
1. Carry two way traffic at all times.
2. Work on one half of the street at a time.
3. When work is performed across intersecting streets, handle traffic with flagmen or close street temporarily.
4. All driveways will open the same day they are closed, unless approved otherwise.
5. No residences will be denied access.

6. It is the Contractors responsibility to inform the residents a week in advance as to their plans. This will be done in writing and presented to the owner.

7. At the end of each day, the Contractor will make an inspection of the work area and correct all deficiencies that may exist in the work area as well as construction signs.

8. The Contractor will name a Contractor's Responsible Person (C.R.P.) to work with Inspection Services and to see that the Traffic Control Plan is adhered to. This C.R.P. will be designated in writing and presented at the Preconstruction Conference.

9. When the job requires flagmen to control the traffic, that flagman will be equipped with a white hard hat and legal reflective vest as well as a legal traffic control paddle to direct traffic. The flagman will be a person that can clearly communicate with the motorists.



R11-3c

R11-4

R20-3

G20-6

## **WARNING SIGNS**

### GENERAL TRAFFIC NOTES :

1. Appropriate standard traffic control devices shall be used within the project limits to adequately warn, advise, control and guide traffic around and/or through all areas of work activity, detours and other potentially hazardous locations as required by the plans.
2. The traffic control devices used in the illustrations are examples only. Field conditions shall dictate the most appropriate traffic control devices to be used within a construction project.
3. Traffic control devices shall be in place only while work is actually in progress or a definite need exists.
4. Flashing warning lights and/or flags may be used to call attention to the early warning signs.
5. Devices used in a series for channelization purposes shall be supplemented with steady burn lights or delineators at night as needed.
6. All traffic control devices used at night shall be reflectorized or illuminated.

7. Formulas for taper are:  $L = \frac{WS^2}{60}$  for speeds of 40 MPH or less

Where: L = minimum length of taper  
S = numerical value of posted speed limit prior to work  
or 85 percentile speed  
W = width of offset

The taper types and the lengths of taper are as follows.

<u>Taper type</u>	<u>Taper length</u>
Upstream tapers	L min.
Merging	1/2 L min
Shifting	1/3 L min.
Shoulder	100' max.
Two way traffic	100' min.
Downstream tapers	

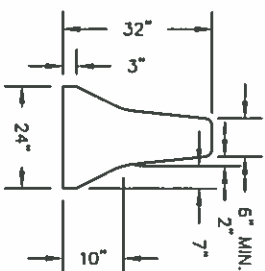
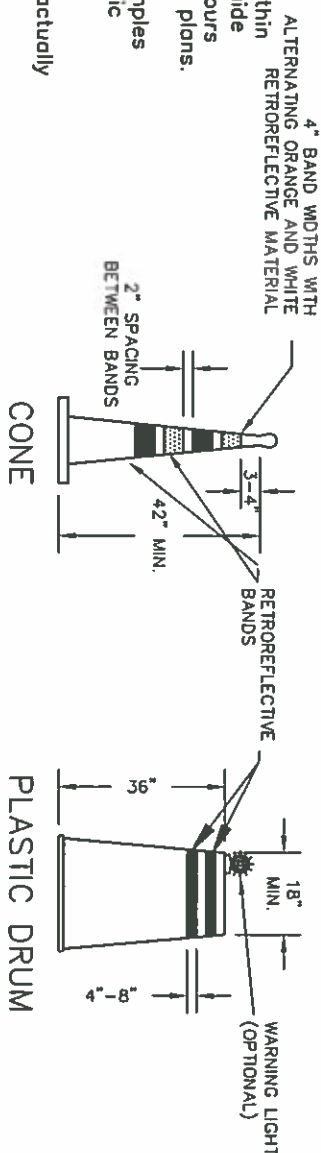
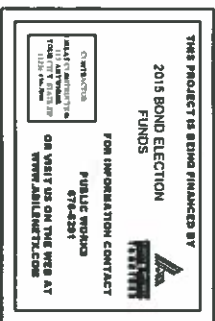
8. The maximum spacing between channelizing devices in a taper section shall be approximately equal in feet to the speed limit. The maximum spacing between channelizing devices in a tangent section shall be approximately equal in feet to 2 to  $2-1/2$  times the speed limit.
9. All distances and spacings shown are approximate. Field adjustment may be necessary for some signs and traffic control devices. All adjustments will be approved by the Engineer.

TABLE 1

SPEED * (M.P.H.)	BUFFER AREA LENGTH ** (FEET)
25	55
30	85
35	120
40	170
45	220
50	280

TABLE 2

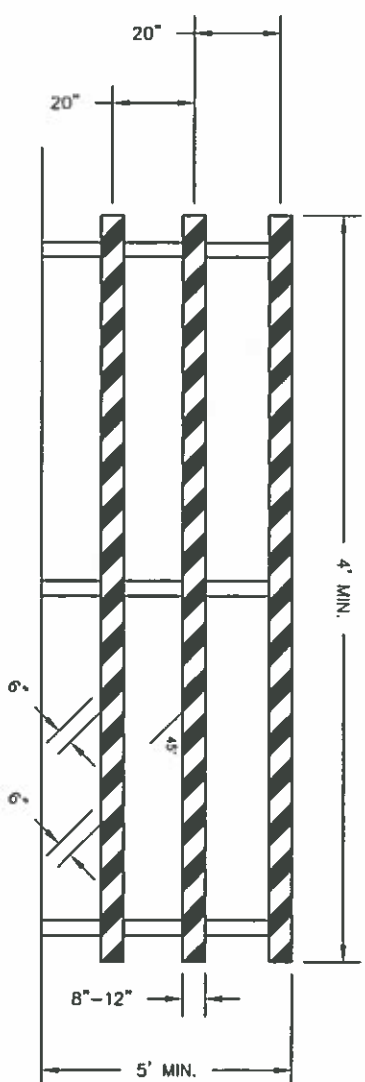
POSTED SPEED OR 85% SPEED (MPH)	X MINIMUM DISTANCE (FEET)
30 OR LESS	120
35	160
40	240
45	320



TYPE A  
WARNING LIGHT

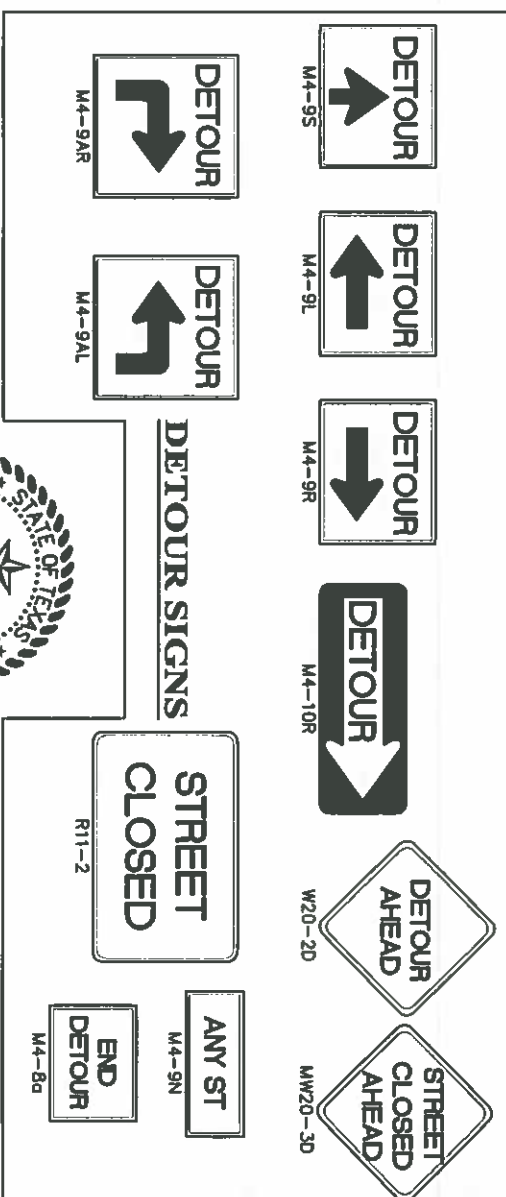


## CONCRETE MEDIAN BARRIER



## CHANNELIZING DEVICES

# TYPE III BARRICADE



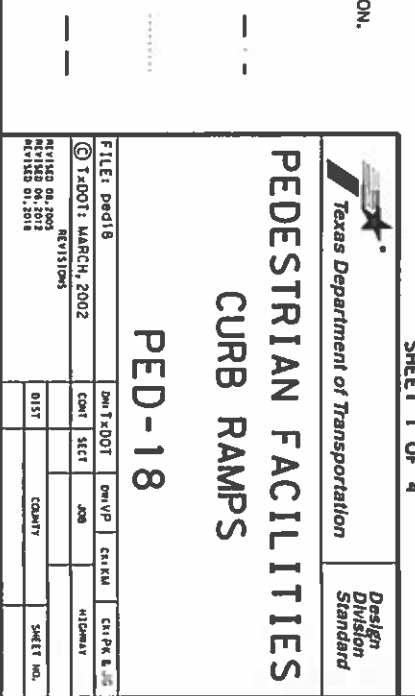
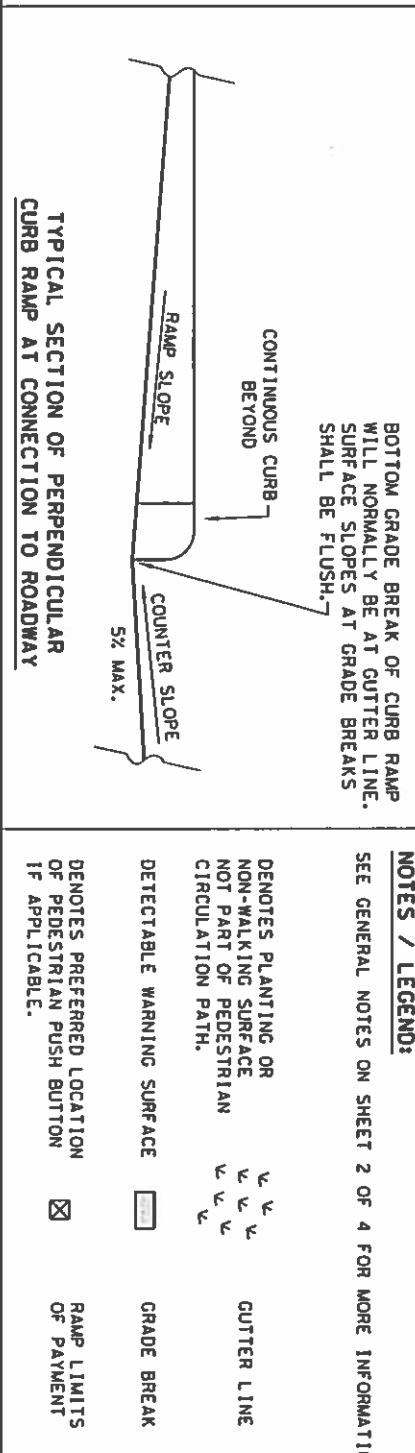
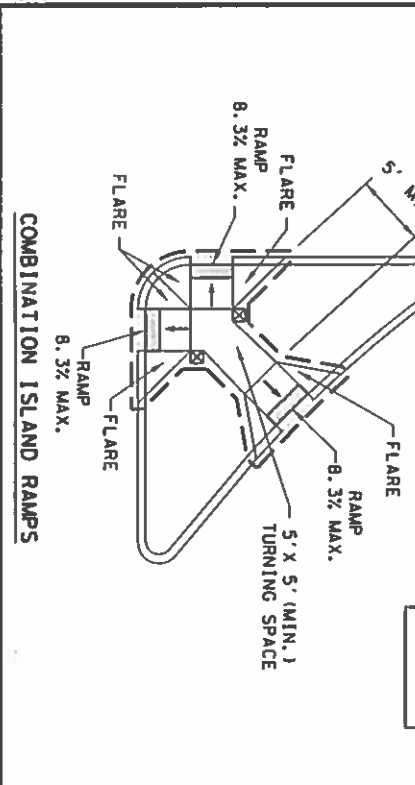
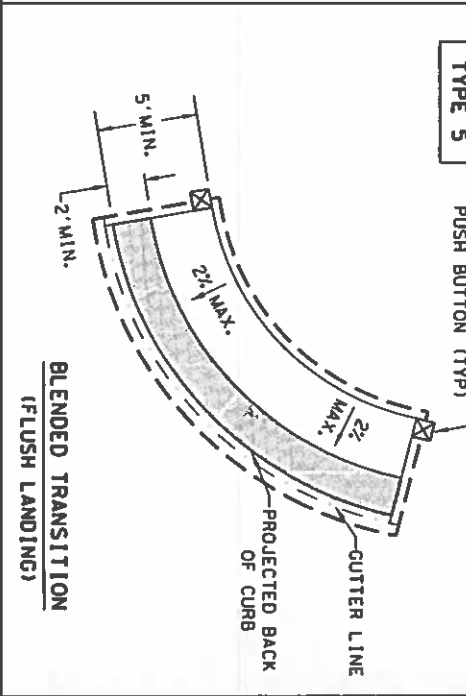
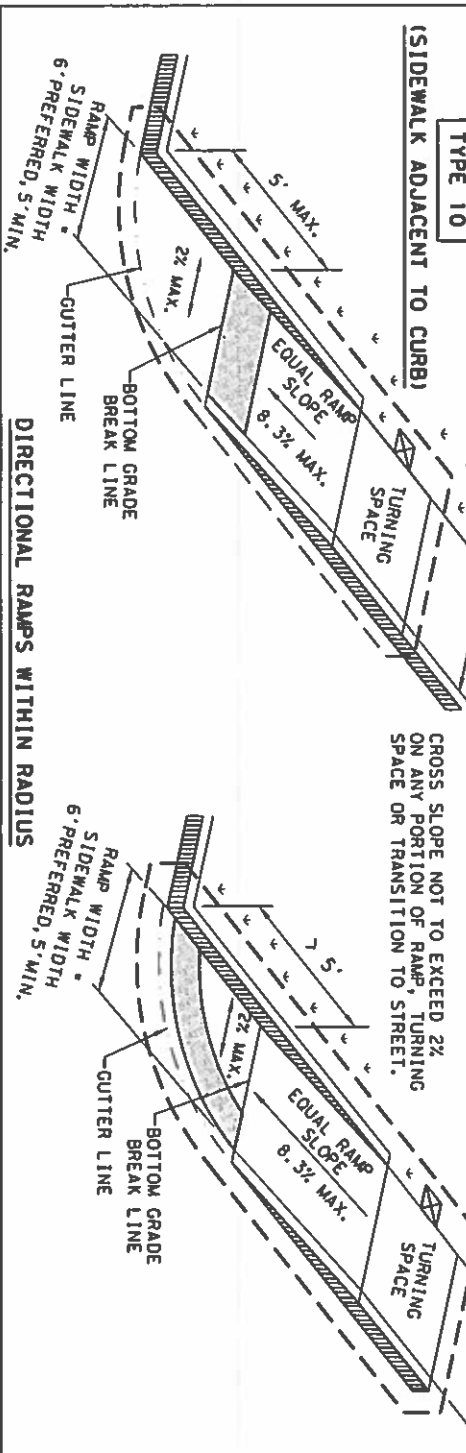
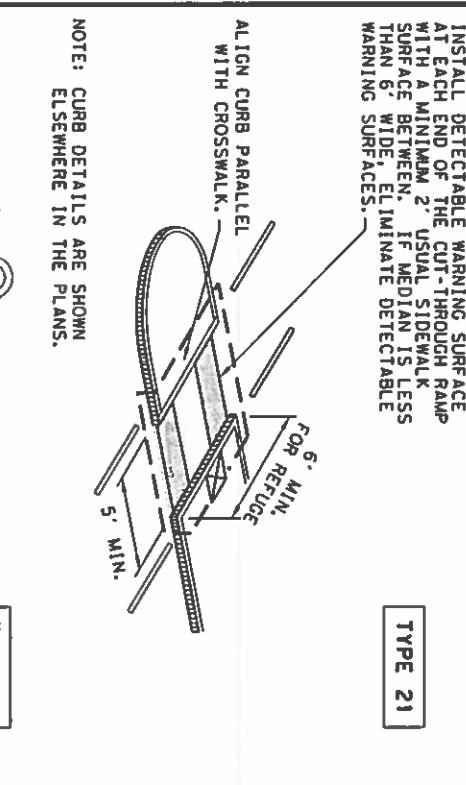
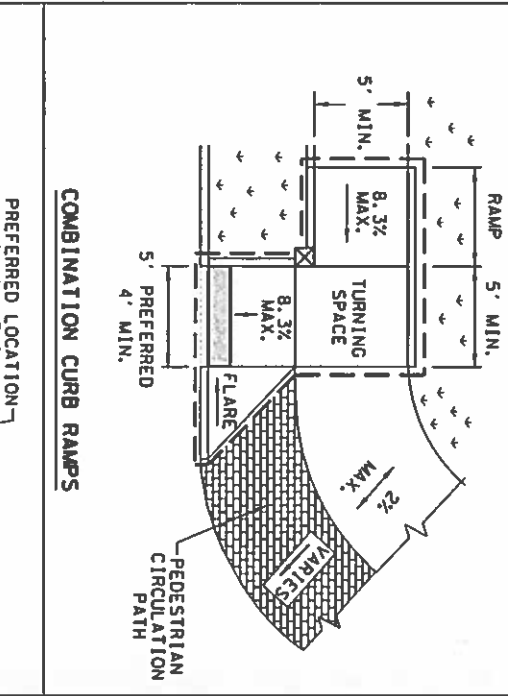
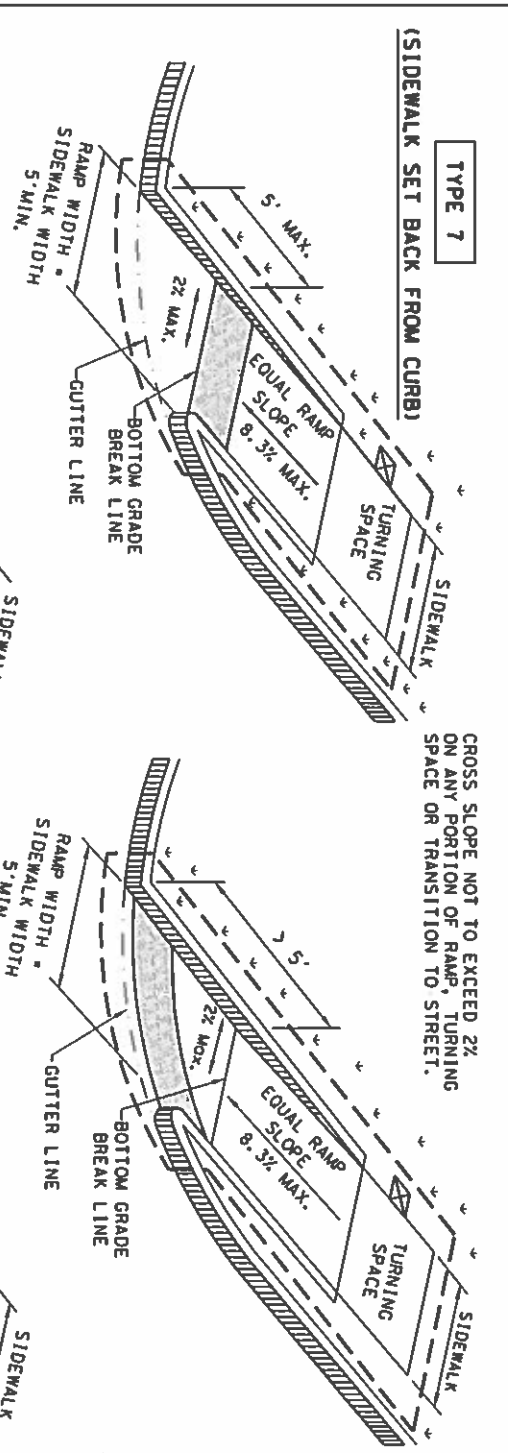
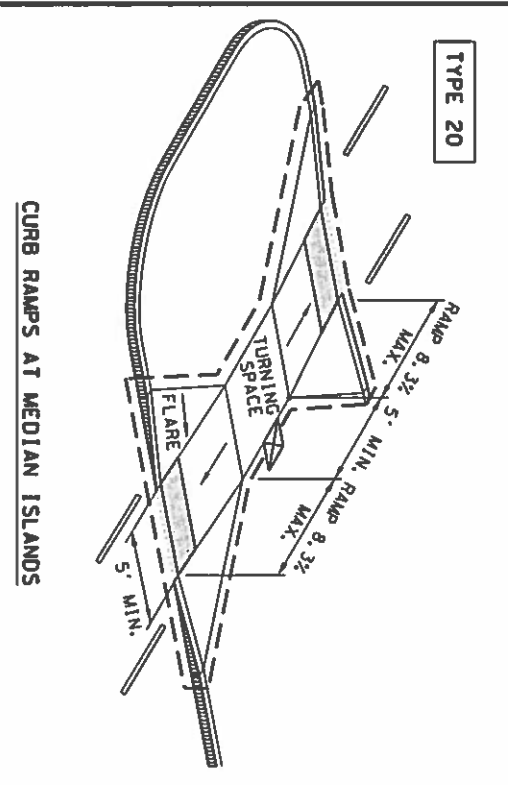
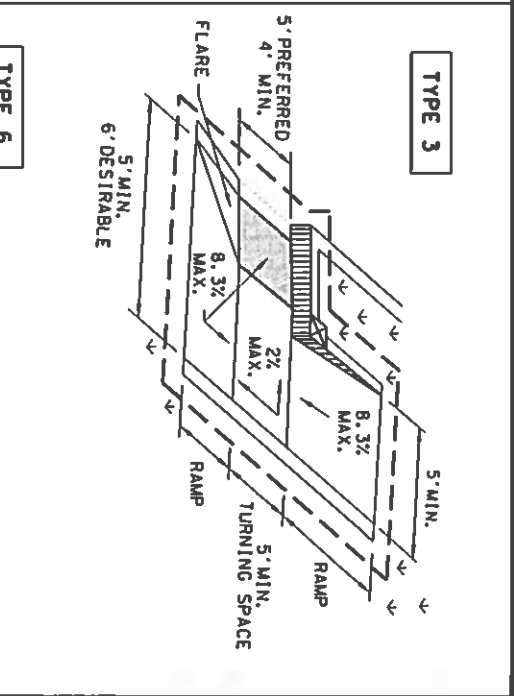
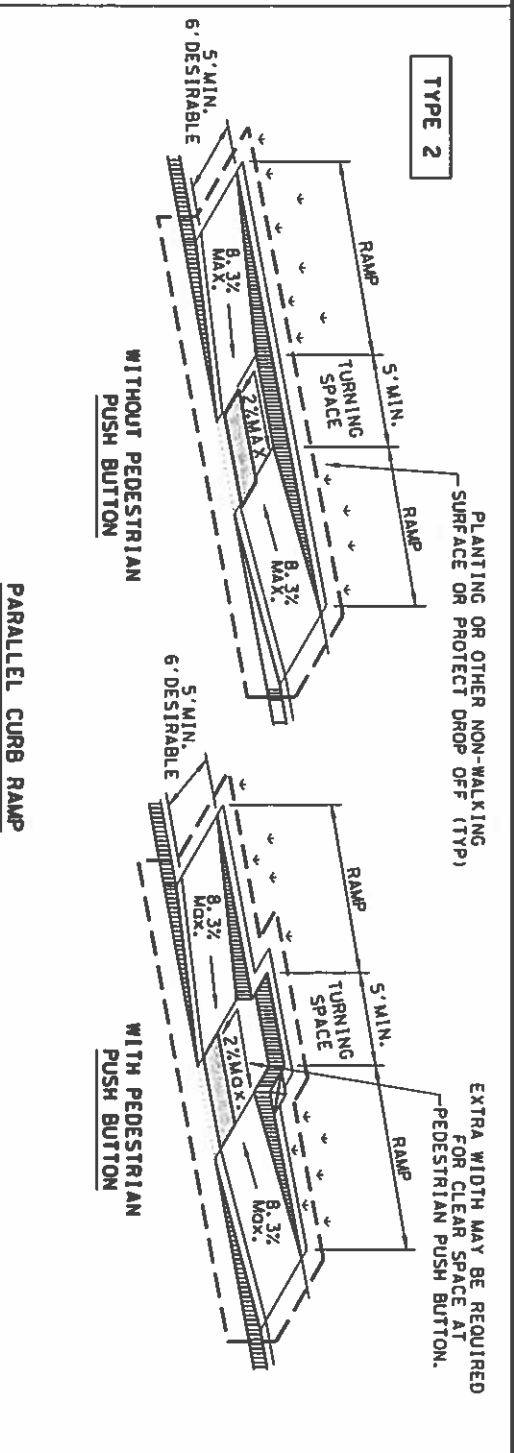
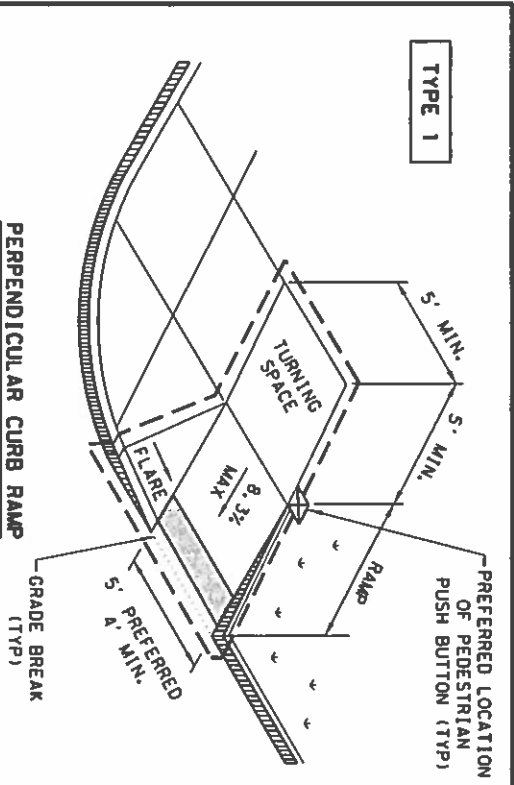
DESIGNED BY: C. THOMAS	HORIZ. SCALE: 1:40	DRAWING NAME:
DRAWN BY: T. MATTHEWS	VERT. SCALE: NTS	2002
CHECKED BY: C. THOMAS		DATE: 03/2020

TASA US 83/84 BIKE/PED IMPROVEMENTS  
STANDARD TRAFFIC CONTROL NOTES & DETAILS

CITY OF ABILENE, TEXAS  
PUBLIC WORKS DEPT./ENGINEERING DIV.

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DATE:  
FILE:



DATE:  
FILE:

Texas Department of Transportation		Design Division Standard	
PEDESTRIAN FACILITIES		CURB RAMPS	
PED-18		SHEET 1 OF 4	
FILED: PED-18	DATE: MARCH, 2002	DESIGNED BY: J. L. B. / J. L. B.	CHECKED BY: J. L. B. / J. L. B.
REVISIONS	DATE	BY	REASON
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04	03/02	JLB	REVISED FOR TYPICAL
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100	03/02	JLB	REVISED FOR TYPICAL

GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances.
5. 5' x 5' passing areas or intervals not to exceed 200' are required.
6. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
7. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
8. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
9. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
10. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
11. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
12. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
13. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
14. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
15. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
16. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
17. Provide a smooth transition where the curb ramps connect to the street.
18. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
19. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cost-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

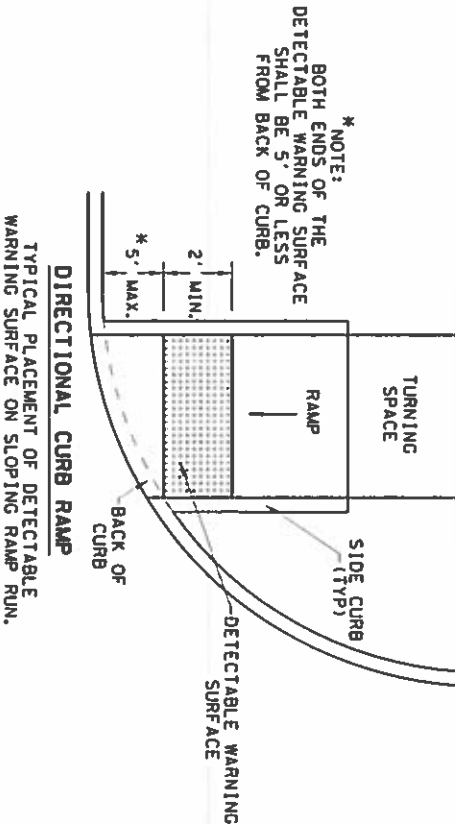
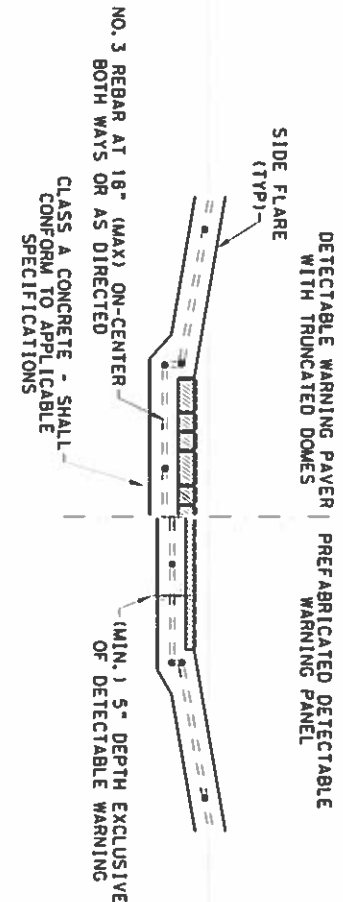
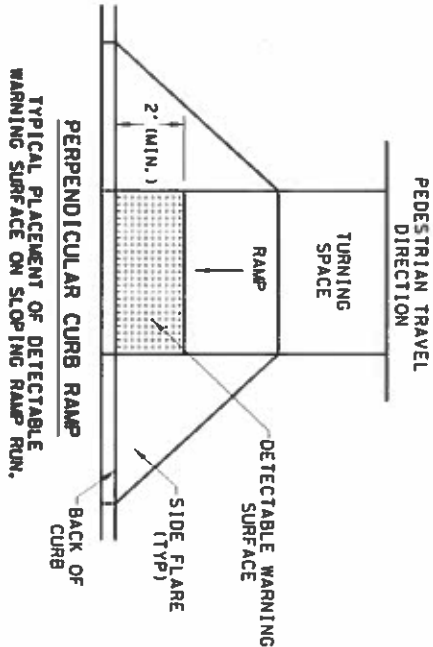
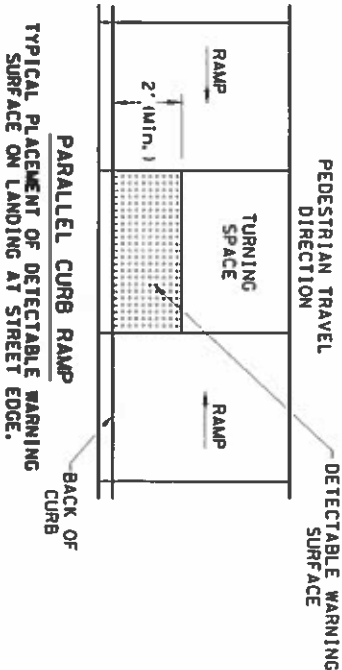
DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

SIDEWALKS

27. Provide clear ground space at operable ports, including pedestrian push buttons. Operable ports shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk detours are shown elsewhere in the plans.

DETECTABLE WARNING SURFACE DETAILS



SHEET 2 OF 4

Texas Department of Transportation

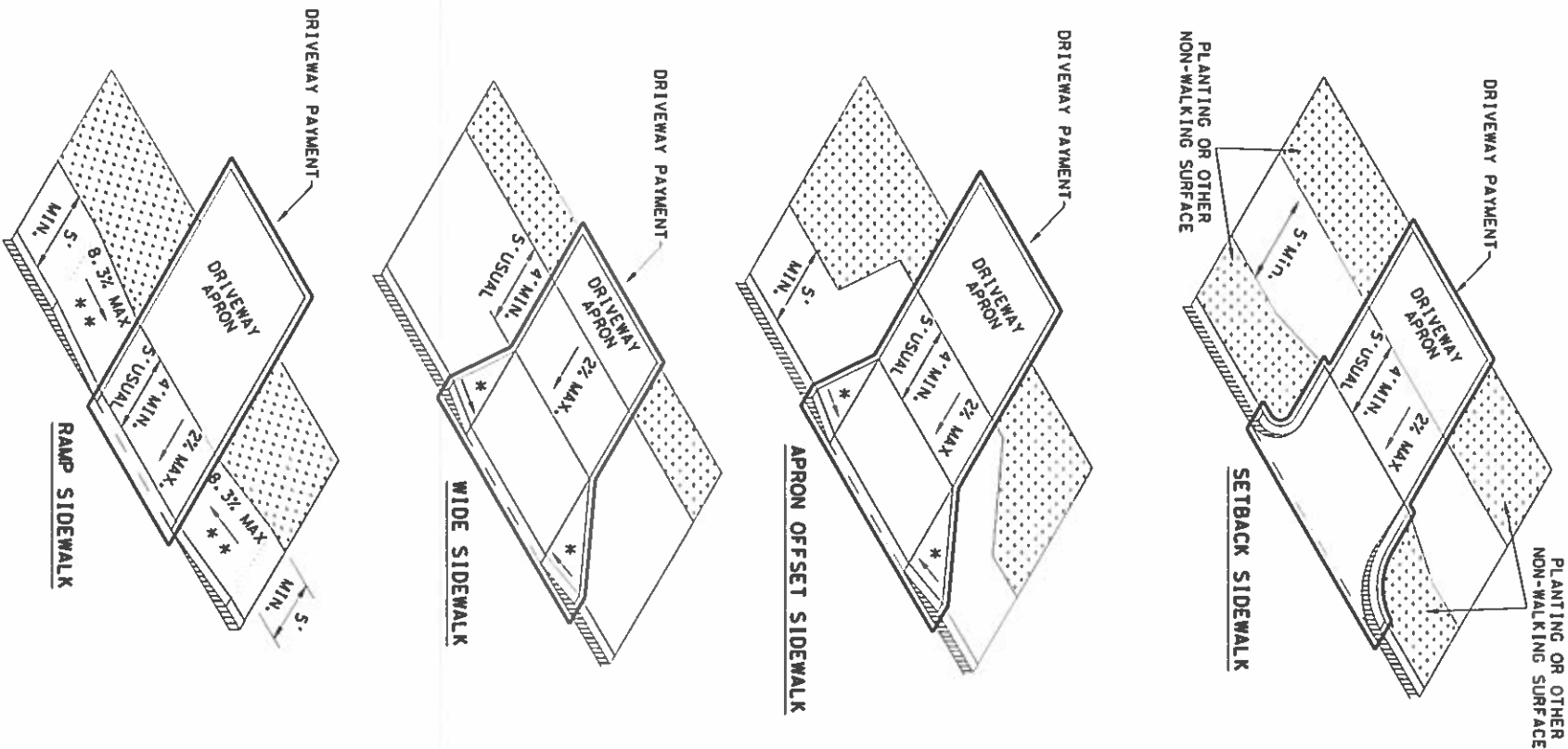
Design Division Standard

PEDESTRIAN FACILITIES  
CURB RAMPS

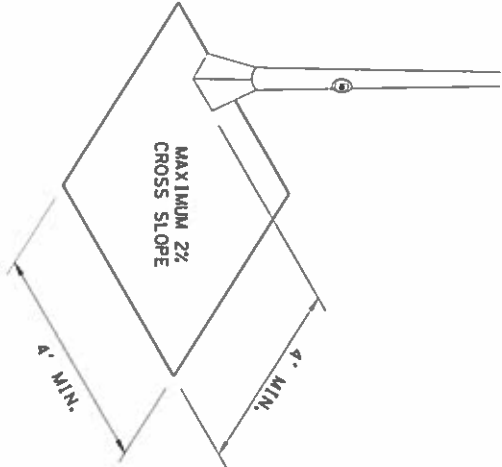
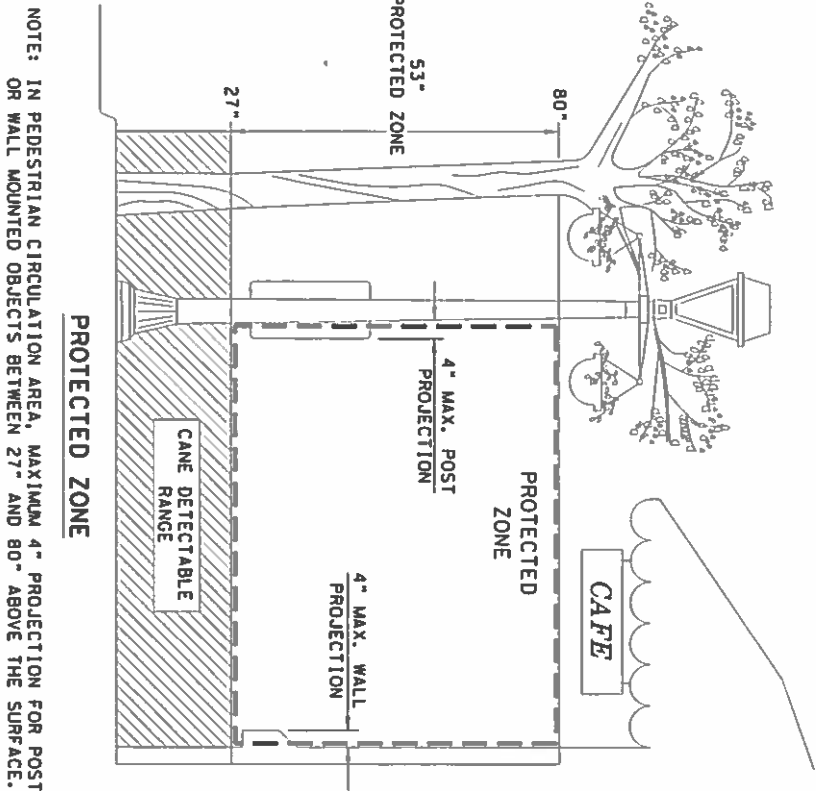
PED-18

FILED: PED18	DATE: 01/18/2018	BY: JAC
REVISIONS	DATE	DESCRIPTION
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2	01/18/2018	REVISED 01/2018
3	01/18/2018	REVISED 01/2018
4	01/18/2018	REVISED 01/2018
5	01/18/2018	REVISED 01/2018
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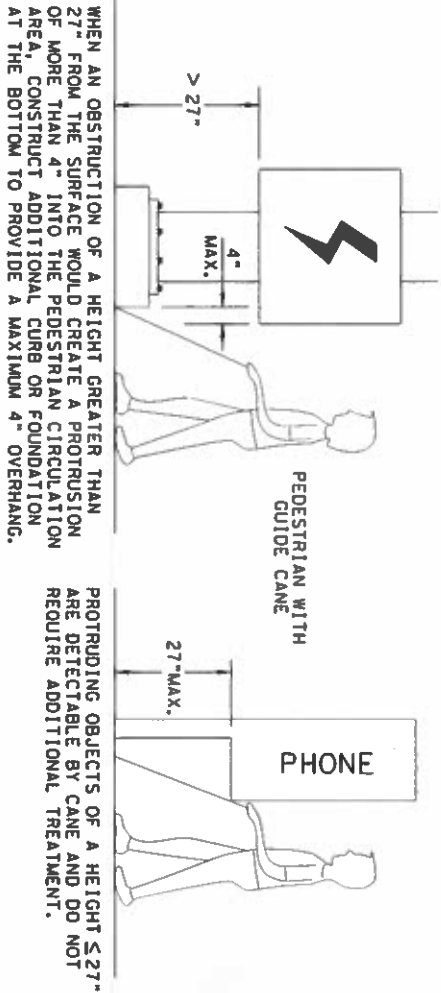
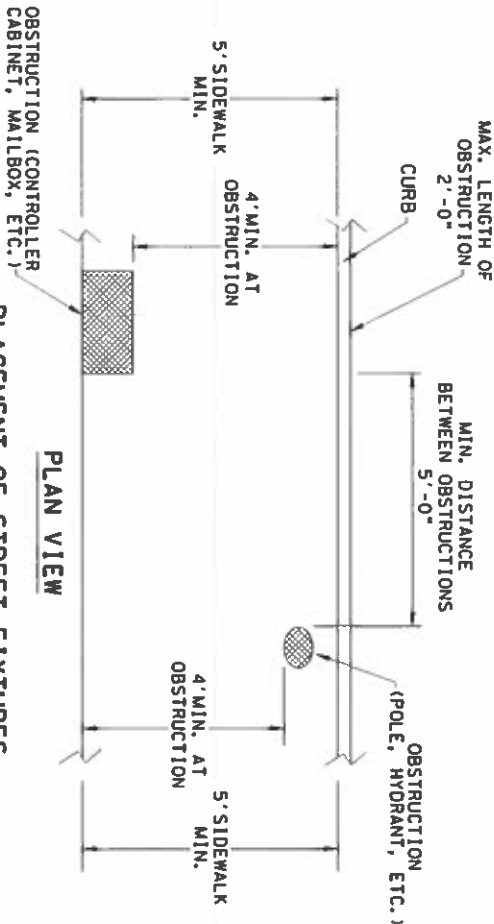
SIDEWALK TREATMENT AT DRIVEWAYS



NOTES:  
\* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.  
\* \* IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4

Design Division Standard

PEDESTRIAN FACILITIES

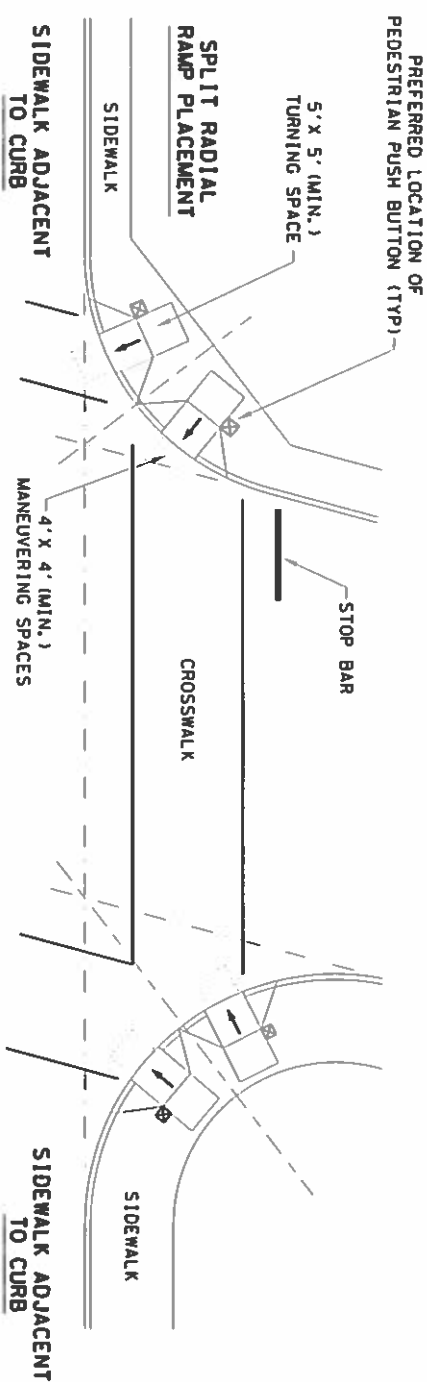
CURB RAMPS

FILE: PED-18	DATE: 01/18/2018	BY: J. R. JONES	REVISED: 04/2002	REVISIONS:	DATE: 01/18/2018
FILE: PED-18	DATE: 01/18/2018	BY: J. R. JONES	REVISED: 04/2002	REVISIONS:	DATE: 01/18/2018

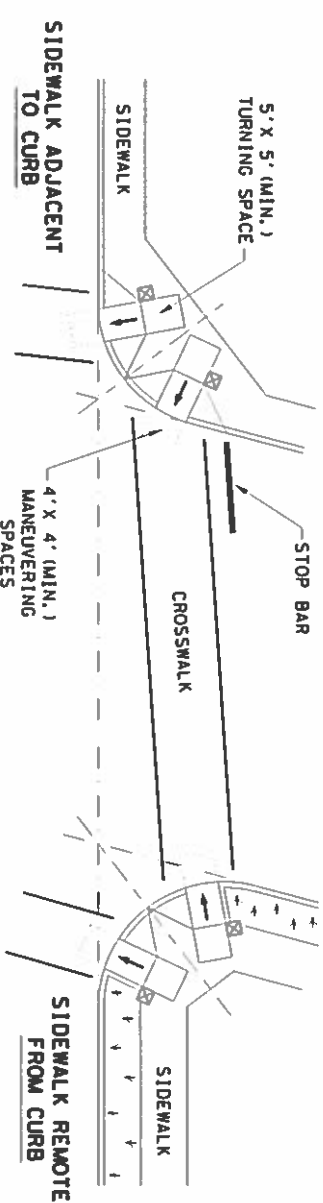
**DISCLAIMER:** The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE:  
FILE:

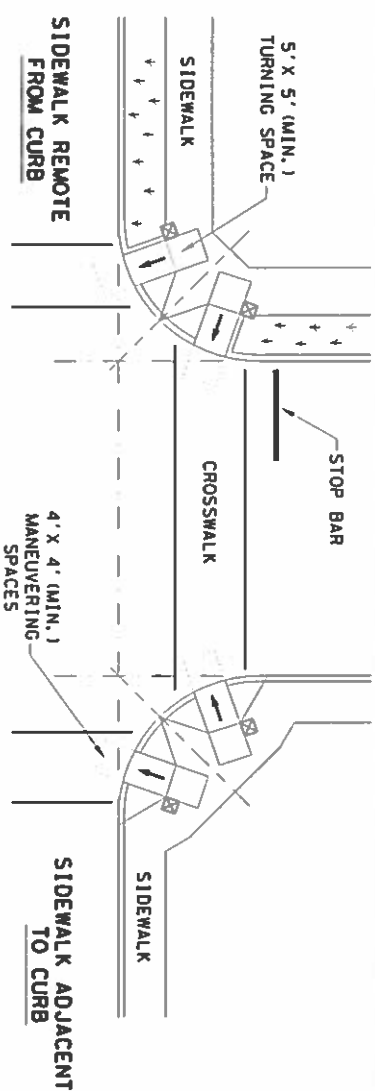
**TYPICAL CROSSING LAYOUTS**  
**SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS**



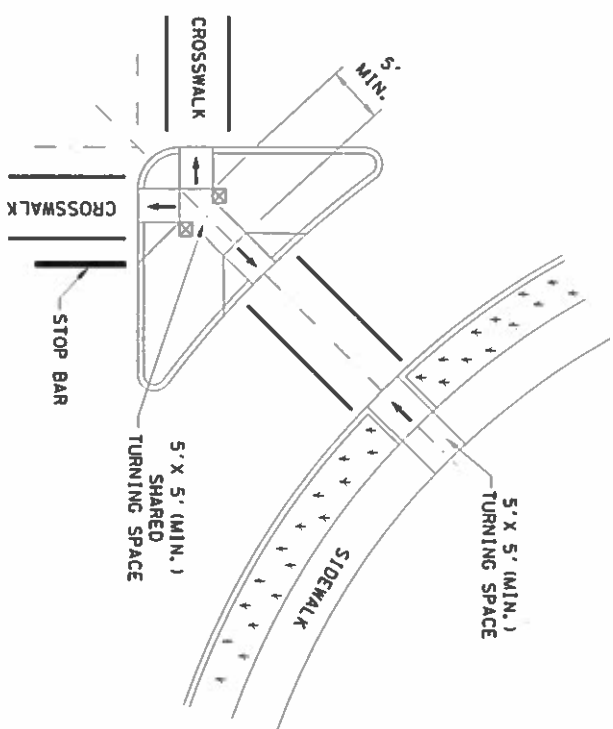
### SKWEDED INTERSECTION WITH "LARGE" RADIUS



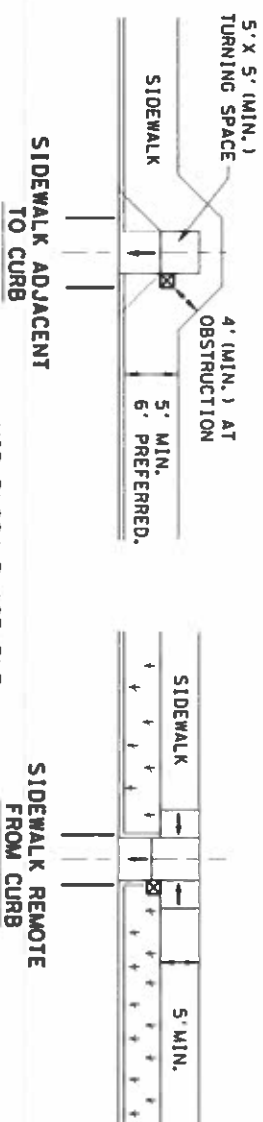
### SKWEDED INTERSECTION WITH "SMALL" RADIUS



### NORMAL INTERSECTION WITH "SMALL" RADIUS



**AT INTERSECTION  
W/FREE RIGHT TURN & ISLAND**



### **MID-BLOCK PLACEMENT PERPENDICULAR RAMPS**

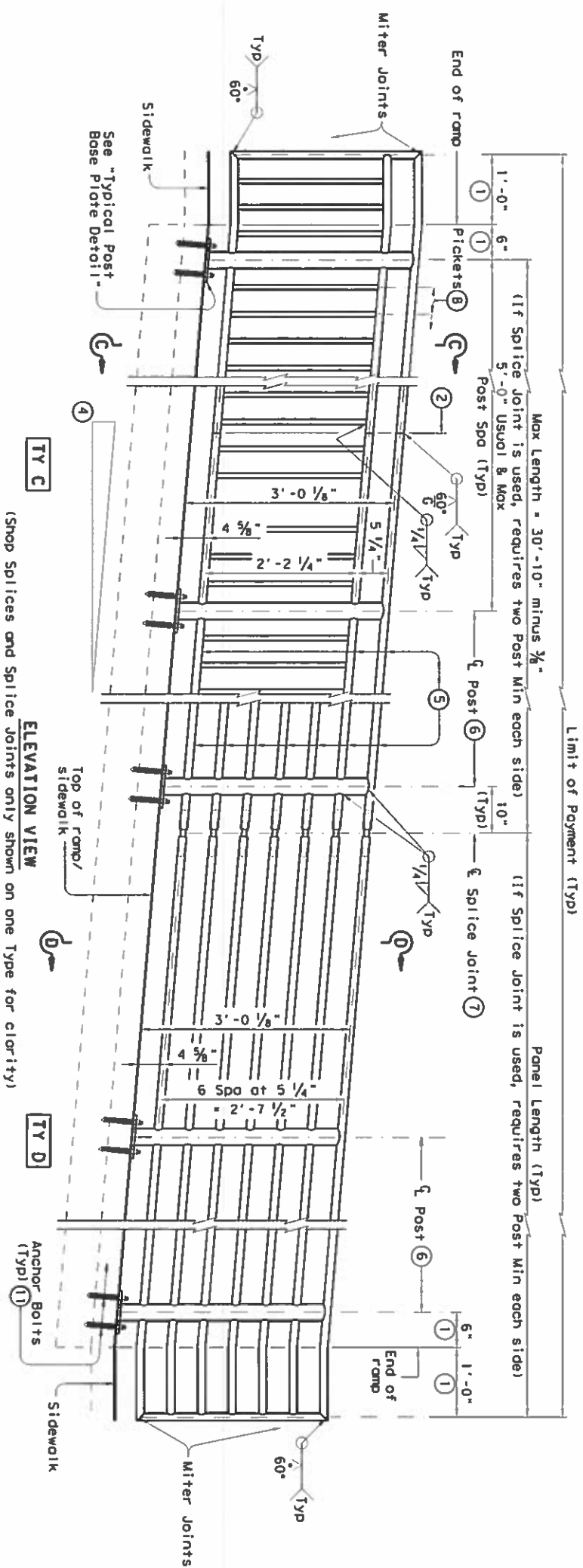
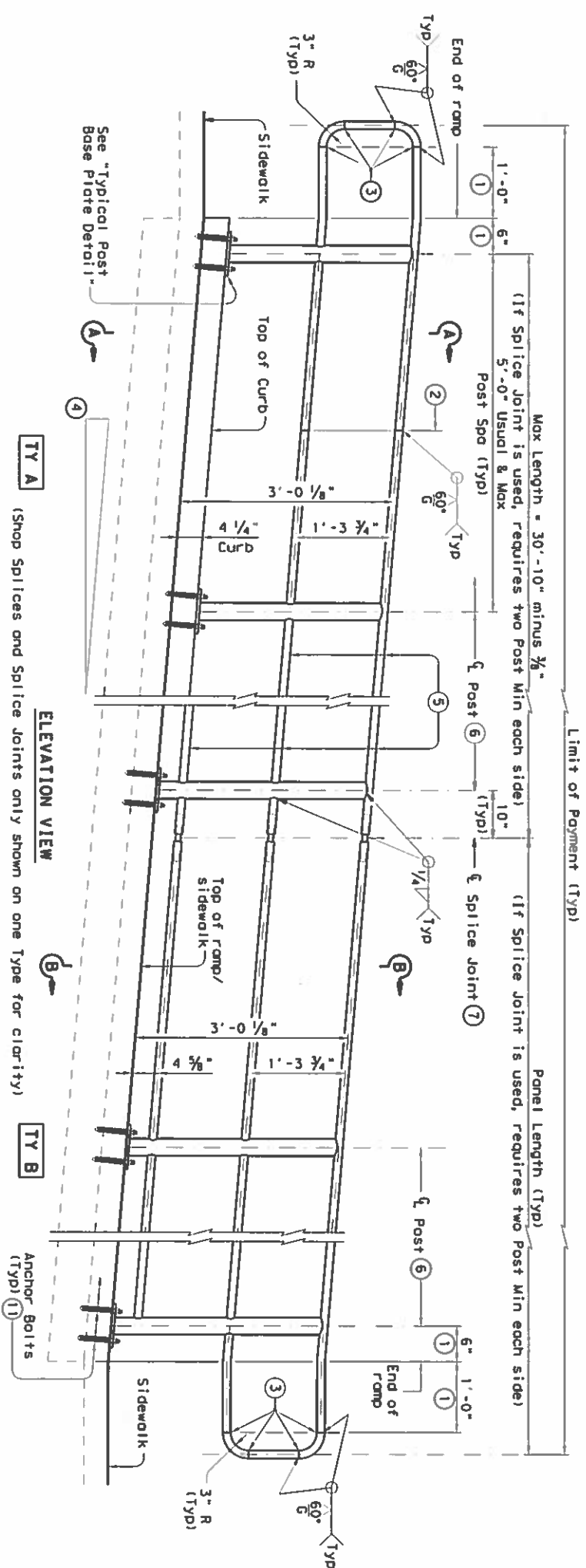
### **LEGEND:**

SHOWS DOWNWARD SLOPE.

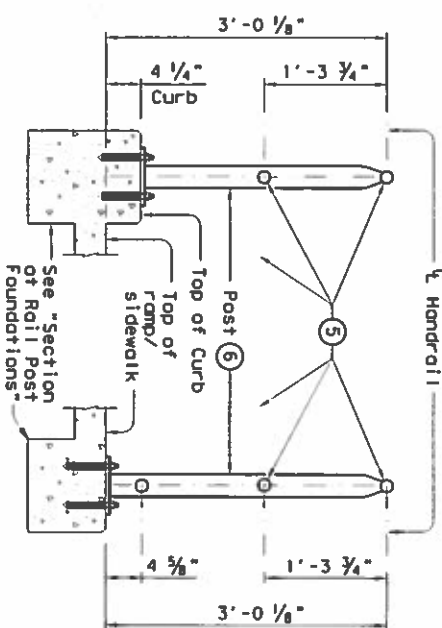
DENOTES PREFERRED LOCATION OF PEDESTRIAN  
PUSH BUTTON (IF APPLICABLE).

DENOTES PLANTING OR NON-WALKING SURFACE  
 NOT PART OF PEDESTRIAN CIRCULATION PATH.

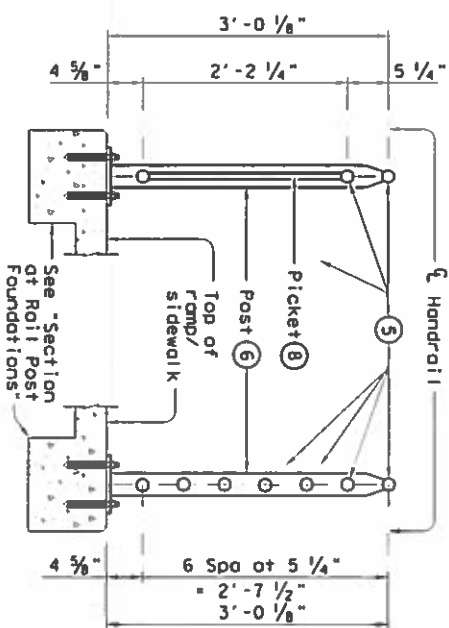
**DISCLAIMER:**  
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RECOMMENDED USAGE (9) (10)	
Dropoff Height/ Condition	Recommended Roll Options
< 30" dropoff	TY A, TY B, TY C, or TY D
≥ 30" dropoff, or along Bike Path	TY E or TY F



**SECTION A-A** (Showing Handrail TY A)      **SECTION B-B** (Showing Handrail TY B)



**SECTION C-C** (Showing Handrail TY C)      **SECTION D-D** (Showing Handrail TY D)

**SHEET 1 OF 3**



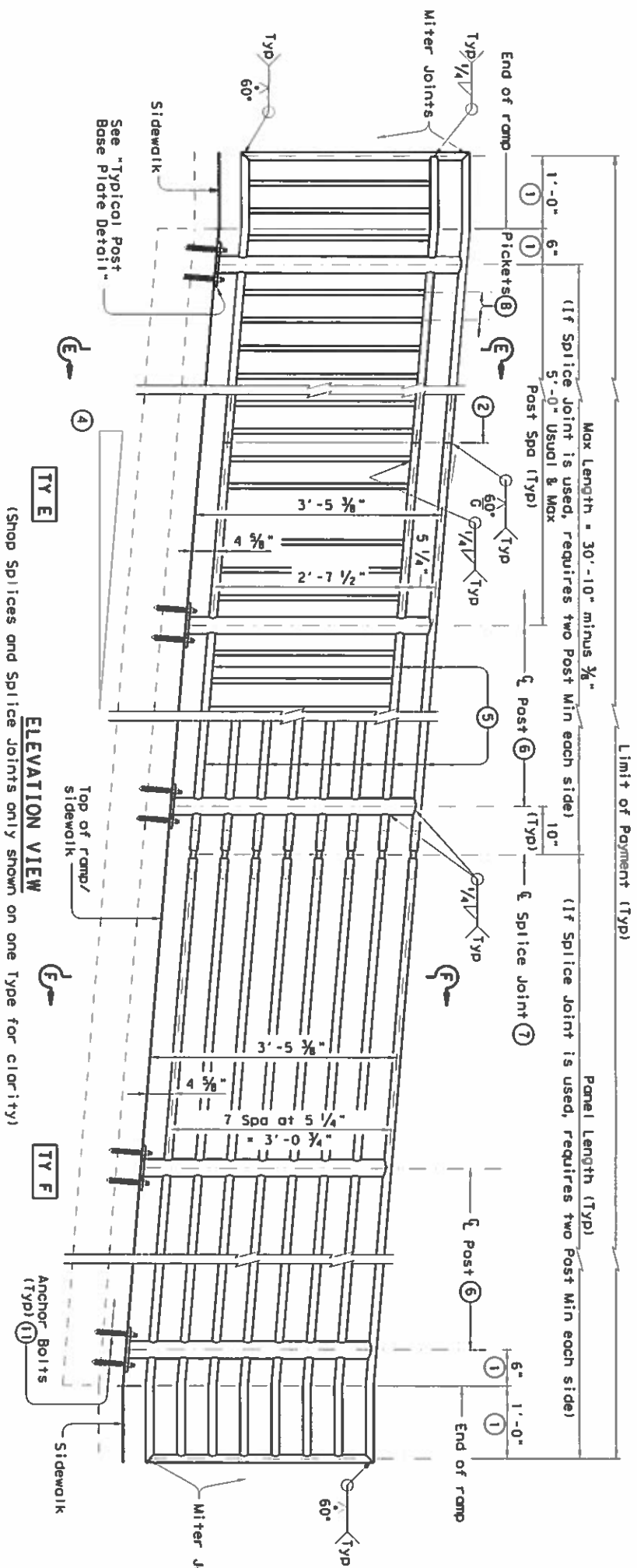
## TRIAN HANDRAIL DETAILS

PRD-13

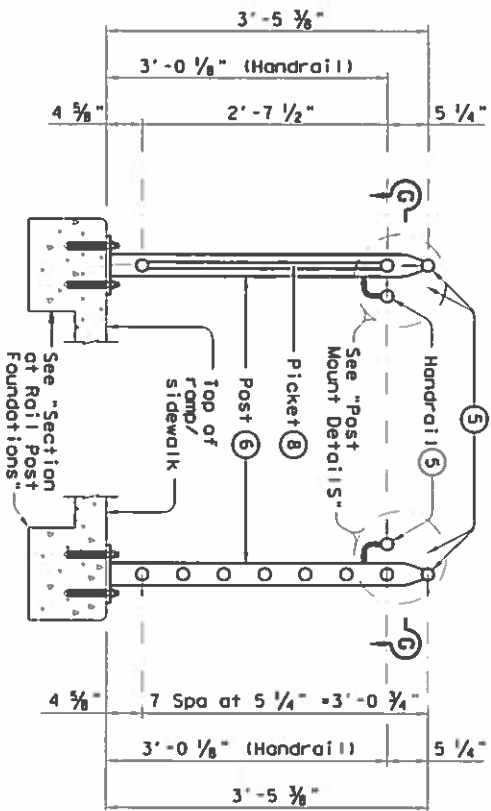
FILE#	PFDJ3.DGN	SUB TADOT	CALAN	BON JTB	DALICB
(C) TADOT	December 2016	CONF	SECRET	JOB	MICHMAN
REVISED MAY, 2015 (AP)	REVISIONS				
				COUNTS	
					SHEET NO.

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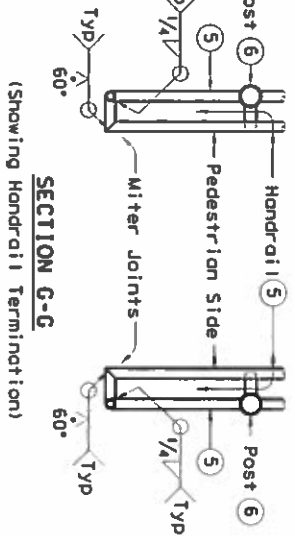
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FILE:



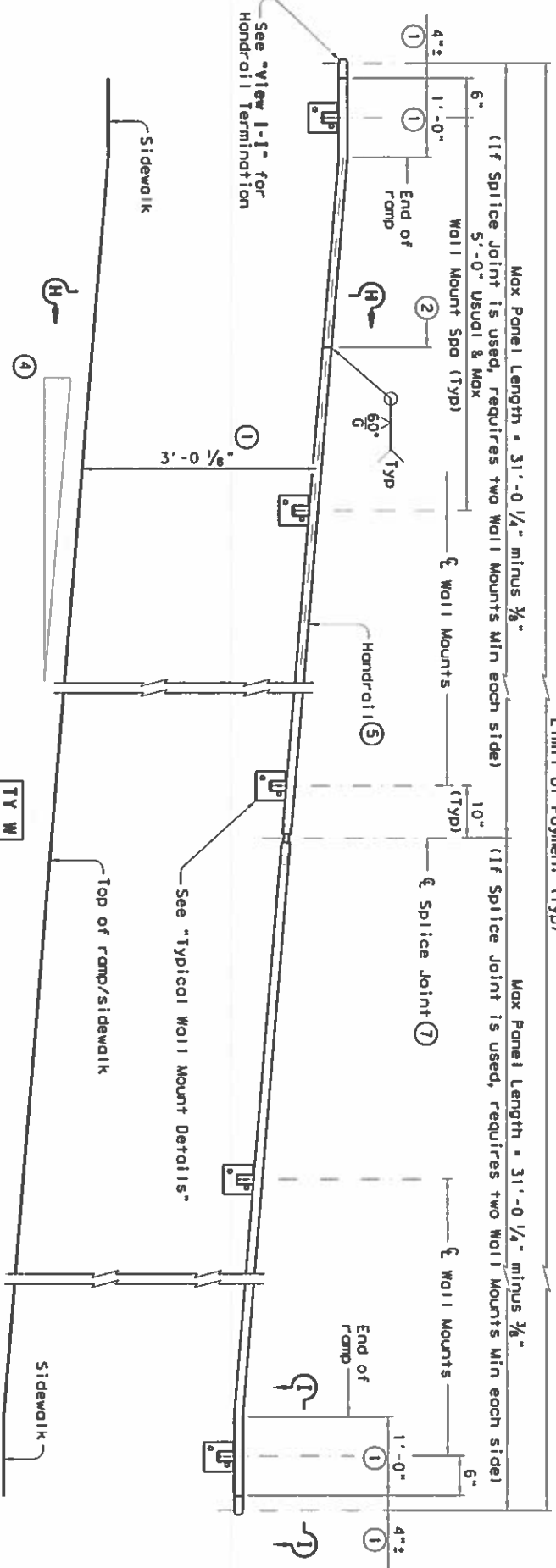
ELEVATION VIEW  
(Shop Splices and Splice Joints only shown on one type for clarity)



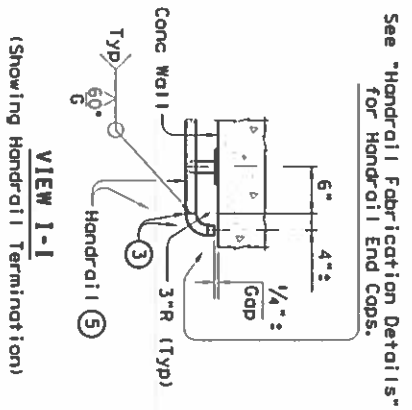
SECTION E-E  
(Showing Handrail TY E) SECTION F-F  
(Showing Handrail TY F)



SECTION G-G  
(Showing Handrail Termination)



ELEVATION VIEW



VIEW 1-1  
(Showing Handrail Termination)

SECTION H-H  
(Showing Handrail TY W)

- 1 Parallel to ground.
- 2 One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- 3 Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- 4 See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- 5 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.
- 6 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- 7 See "Handrail Fabrication Details" for Splice Joints.
- 8 1/2" Dia. Round Bar equal spacing at 4 1/2" Max. Plumb all pickets.
- 9 See "General Notes" for anchor bolt information.

# PEDESTRIAN HANDRAIL DETAILS

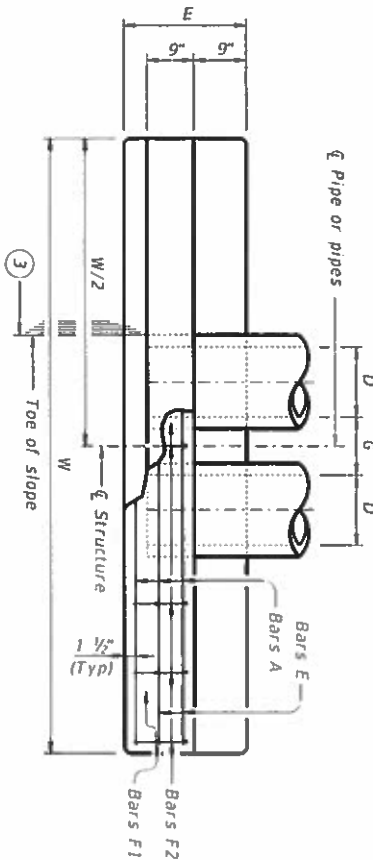
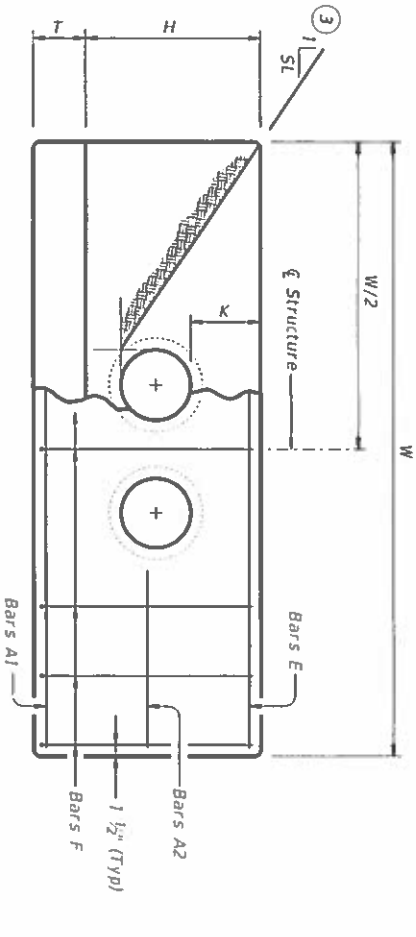
PRD-13

FILED	DR013.dgn	Rev. 1/07	Rev. 1/07	Rev. 1/07
REVISED	December 2006	REVISED	REVISED	REVISED
REVISED	May, 2013 (v1)	REVISED	REVISED	REVISED

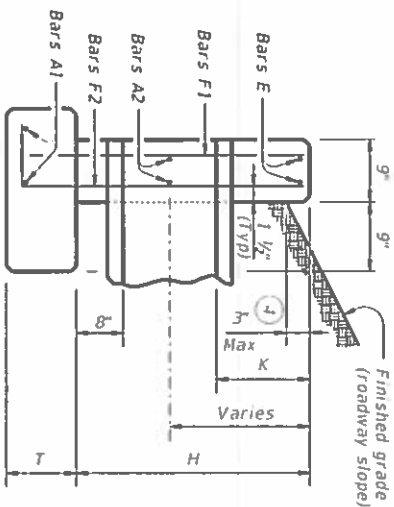


TABLE OF VARIABLE DIMENSIONS (5)  
AND QUANTITIES FOR ONE HEADWALL

Slope	Dia of Pipe (D)	Values for One Pipe		Values To Be Added for Each Add'l Pipe	
		W	Reinf (lbs)	W	Reinf (lbs)
			(1)		(2)
2:1	12"	9'-0"	122	1'-9"	15
	15"	10'-3"	136	2'-2"	16
	18"	11'-6"	163	2'-8"	19
	21"	12'-9"	200	3'-1"	31
	24"	14'-0"	217	3'-7"	34
	27"	15'-3"	254	3'-11"	37
	30"	16'-6"	272	4'-4"	40
	33"	17'-9"	314	4'-8"	43
	36"	19'-0"	371	5'-1"	46
	42"	21'-6"	442	5'-10"	52
	48"	25'-0"	569	6'-7"	59
	54"	27'-6"	701	7'-6"	82
3:1	60"	30'-0"	794	8'-3"	90
	66"	32'-6"	894	8'-9"	96
	72"	35'-0"	1,055	9'-4"	103
	12"	13'-0"	175	1'-9"	14
	15"	14'-9"	193	2'-2"	17
	18"	16'-6"	228	2'-8"	19
	21"	18'-3"	299	3'-1"	31
	24"	20'-0"	323	3'-7"	33
	27"	21'-9"	371	3'-11"	37
	30"	23'-6"	415	4'-4"	40
	33"	25'-3"	469	4'-8"	43
	36"	27'-0"	556	5'-1"	46
4:1	42"	30'-6"	675	5'-10"	52
	48"	35'-6"	837	6'-7"	59
	54"	39'-0"	1,015	7'-6"	84
	60"	42'-6"	1,171	8'-3"	91
	66"	46'-0"	1,298	8'-9"	98
	72"	49'-6"	1,561	9'-4"	103
	12"	17'-0"	229	1'-9"	15
	15"	19'-3"	266	2'-2"	17
	18"	21'-6"	308	2'-8"	19
	21"	23'-9"	382	3'-1"	31
	24"	26'-0"	430	3'-7"	34
	27"	28'-3"	486	3'-11"	37
6:1	30"	30'-6"	539	4'-4"	40
	33"	32'-9"	603	4'-8"	42
	36"	35'-0"	738	5'-1"	47
	42"	39'-6"	881	5'-10"	52
	48"	46'-0"	1,102	6'-7"	61
	54"	50'-6"	1,364	7'-6"	84
	60"	55'-0"	1,547	8'-3"	91
	66"	59'-6"	1,741	8'-9"	98
	72"	64'-0"	2,077	9'-4"	102
	12"	25'-0"	336	1'-9"	14
	15"	28'-3"	384	2'-2"	17
	18"	31'-6"	452	2'-8"	19



PLAN OF NON-SKEWED PIPES



SECTION AT  
CENTER OF PIPE

- 1 Total quantities include one 3'-1" lap for bars over 60' in length.
- 2 Quantities shown are for concrete pipe and will increase slightly for metal pipe installations.
- 3 Indicated slope is perpendicular to centerline pipe or pipes.
- 4 For vehicle safety, construct curbs no more than 3" above finished grade. Reduce curb heights, if necessary, to meet these requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
- 5 Dimensions shown are usual and maximum.
- 6 Quantities shown are for one structure end only (one headwall).

TABLE OF CONSTANT DIMENSIONS					
Dia of Pipe (D)	G	K (5)	H	T	E
12"	0'-9"	1'-0"	2'-8"	0'-9"	1'-9"
15"	0'-11"	1'-0"	2'-11"	0'-9"	1'-9"
18"	1'-2"	1'-0"	3'-2"	0'-9"	1'-9"
21"	1'-4"	1'-0"	3'-5"	0'-9"	2'-0"
24"	1'-7"	1'-0"	3'-8"	0'-9"	2'-0"
27"	1'-8"	1'-0"	3'-11"	0'-9"	2'-3"
30"	1'-10"	1'-0"	4'-2"	0'-9"	2'-3"
33"	1'-11"	1'-0"	4'-5"	0'-9"	2'-6"
36"	2'-1"	1'-0"	4'-8"	1'-0"	2'-6"
42"	2'-4"	1'-0"	5'-2"	1'-0"	2'-9"
48"	2'-7"	1'-0"	5'-11"	1'-0"	3'-0"
54"	3'-0"	1'-3"	6'-5"	1'-0"	3'-3"
60"	3'-3"	1'-3"	6'-11"	1'-0"	3'-6"
66"	3'-3"	1'-3"	7'-5"	1'-0"	3'-9"
72"	3'-4"	1'-3"	7'-11"	1'-0"	4'-0"

TABLE OF REINFORCING STEEL			
Bar	Size	Spa	No.
A1	#5	-	2
A2	#5	1'-6"	-
E	#5	-	2
F	#5	1'-0"	-

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DATE:  
FILE:

Cover dimensions are clear dimensions, unless noted otherwise.  
Reinforcing dimensions are out-to-out of bars.

**MATERIAL NOTES:**  
Provide Grade 60 reinforcing steel.  
Provide Class C concrete (f'c = 3,600 psi).

**GENERAL NOTES:**  
Designed according to AASHTO LRFD Bridge Design Specifications.  
Do not mount bridge rails of any type directly to these culvert headwalls.  
This standard may not be used for wall heights, H, exceeding the values shown.

CONCRETE HEADWALLS  
WITH PARALLEL WINGS FOR  
NON-SKEWED PIPE CULVERTS

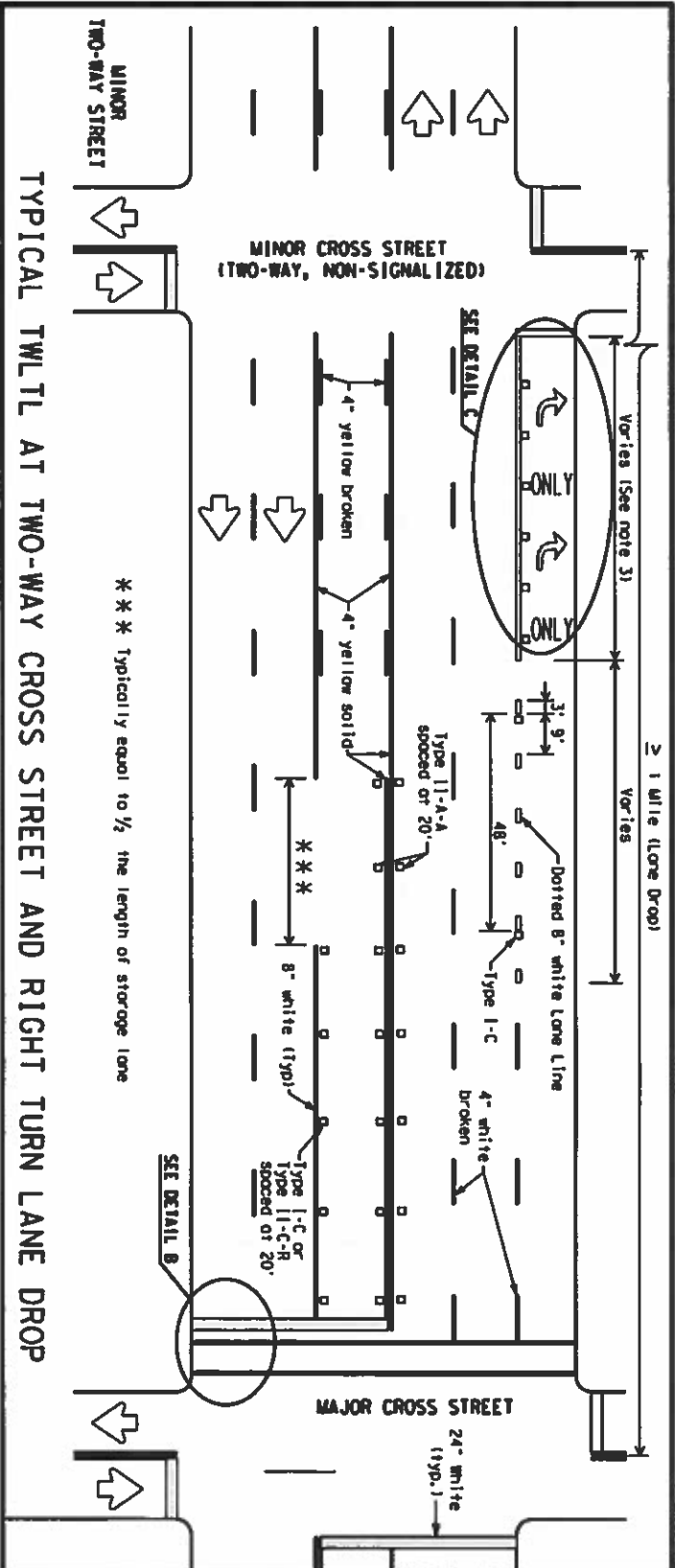
CH-PW-0

REVISIONS

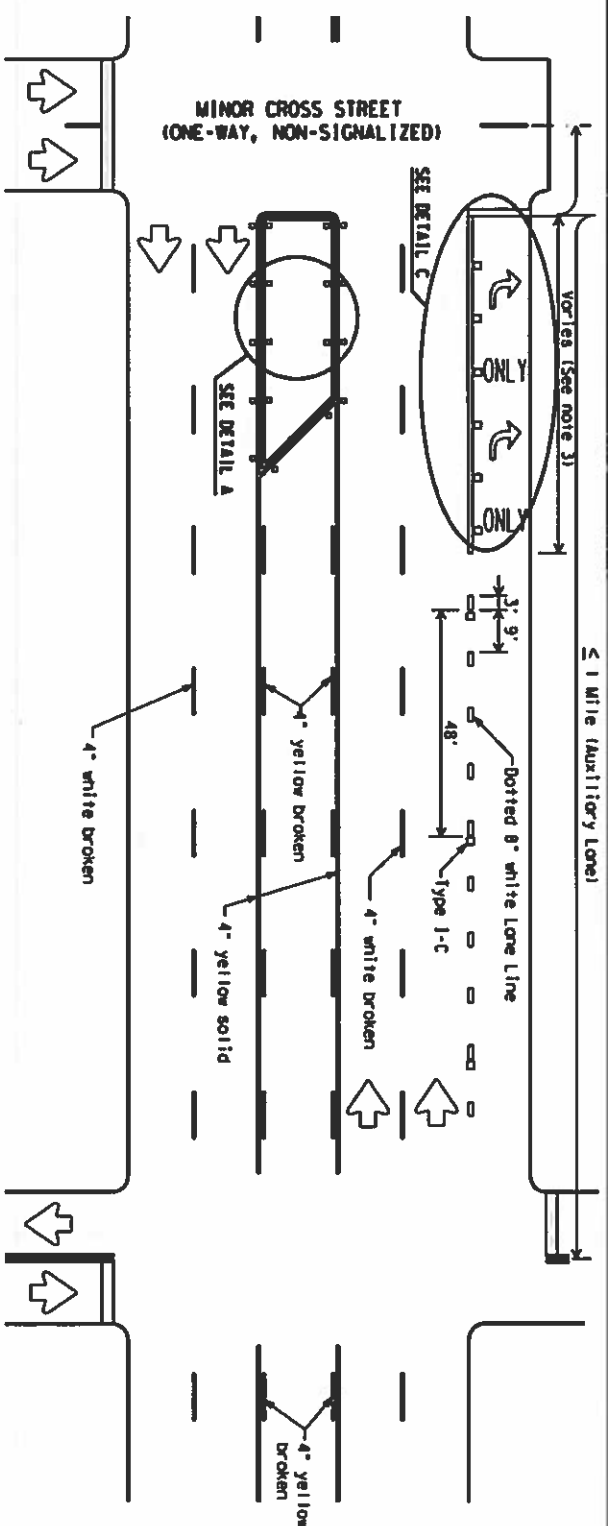
DATE: 02/01/2020  
BY: TxDOT  
CHECKED: TxDOT  
DESIGNED: TxDOT  
DRAWN: TxDOT  
SHEET NO. 1

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DATE:  
FILE:

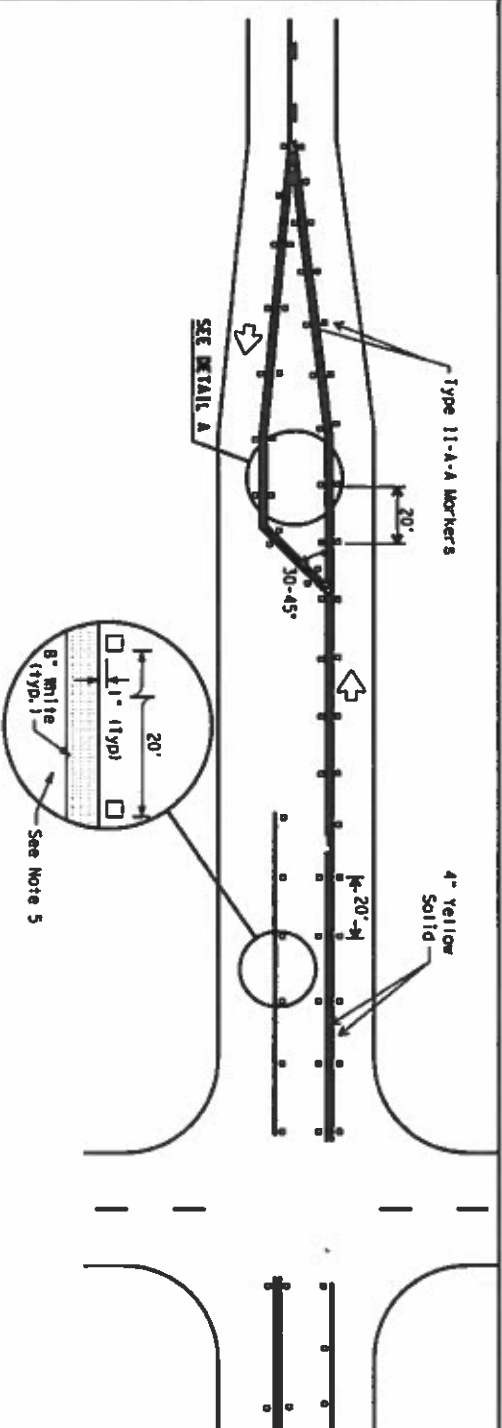


**TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP**

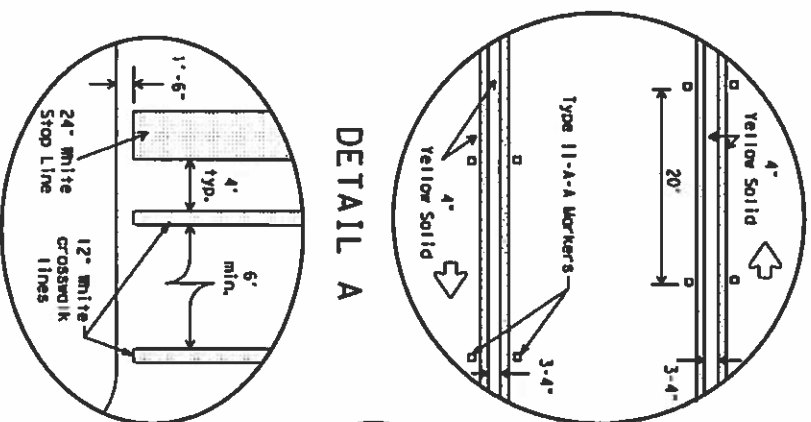


**MINOR CROSS STREET  
(ONE-WAY, NON-SIGNALIZED)**

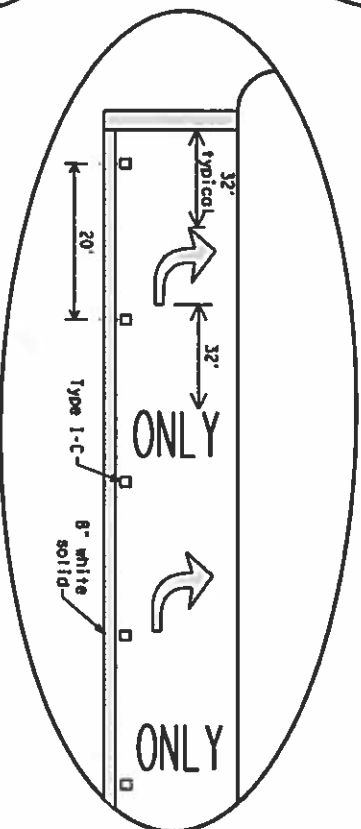
**TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE**



**TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS**



## DETAIL A



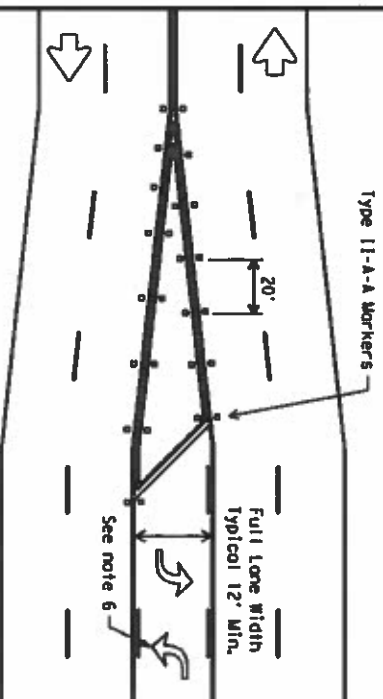
## DETAIL C

**Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.**

## DETAIL B

MATERIAL SPECIFICATIONS	
PAYEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAYEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAYEMENT MARKINGS	DMS-8240

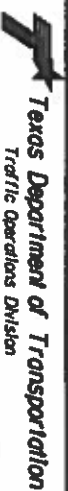
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



## TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

## GENERAL NOTES

1. Refer elsewhere in plans for additional RPM placement and details.
2. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be placed in auxiliary lanes of substantial length. Lane use arrow markings for word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows as shown in the Standard Highway Sign Designs for Texas.
3. When lane used word and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
4. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used.
5. Raised pavement marker type I-C with undivided highways, flush medians and two way left turn lanes. Raised pavement marker type II-C-R with divided highways and raised medians.
6. A two-way left-turn (WLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.



# PAVEMENT MARKINGS FOR TWO-WAY LEFT TURN LANES DIVIDED HIGHWAYS AND RURAL LEFT TURN BAYS

PM(3)-12

[illegible]

DATE:  
FILE:



## WORK SPACE NEAR SHOULDER

## Conventional Roads













## WORK SPACE ON SHOULDER

## Conventional Roads



**WORK VEHICLES ON SHOULDER**

## Conventional Roads

LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag
	Channelizing Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed #	Formula	Minimum Dedicat e Top er Lengths #			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing x'	Suggested Longitudinal Buffer Spacing '-B
		10'	11'	12'	On G Top	On G Tangent		
30		150'	165'	180'	30'	60'	120'	90'
35	$L = \frac{WS^2}{60}$	205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45		450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55	L = WS	550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'


\* Conventional Roods Only  
\*\* Taper lengths have been rounded off.

L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

## GENERAL NOTES

1. Floods attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stored in the plants, or for routine maintenance work, when approved by the Engineer.
3. Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
4. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights, A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
6. See TCP(45-1) for shoulder work on divided highways, expressways and freeways.
7. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
8. CRI-21-5-SHOULDER WORK signs may be used in place of CRI-20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

 <b>Texas Department of Transportation</b>		<b>Traffic Operations Division</b> <b>Standard</b>
<h1>TRAFFIC CONTROL PLAN</h1> <h2>CONVENTIONAL ROAD</h2> <h2>SHOULDER WORK</h2>		
<h1>TCP(2-1)-18</h1>		
<b>FILED</b> <b>1202-1-18, 0PM</b>	<b>Dist</b> <b>CDOT</b>	<b>City</b> <b>Highway</b>
<b>PROJECT</b> <b>December 1985</b>	<b>CDOT SECT</b> <b>JOB</b>	<b>CDOT</b> <b>COMMITTEE</b>
<b>REVISIONS</b> 2-94 4-96 8-95 2-12 1-97 2-18	<b>DIST</b>	<b>PROJECT NO.</b>
1-97		



SITE DESCRIPTION

PROJECT LIMITS:  
TEXAS AVE. FROM CORSICANA AVE TO HWY 277  
HWY 277 FROM TEXAS AVE TO S DANVILLE DR  
S CLACK ST FROM 2626 S CLACK TO CATCLAW DR  
CATCLAW DR FROM S CLACK ST TO 2010 CATCLAW DR

PROJECT LOCATION MAPS: TITLE SHEET

DRAINAGE PATTERNS: EXISTING STREETS CARRY WATER TO CREEKS VIA CURB AND GUTTER AND EXISTING INLETS.

APPROX. SLOPES ANTICIPATED AFTER MAJOR GRADING AND AREAS OF SOIL DISTURBANCE: MINOR REGRADING FOR SIDEWALK PLACEMENT.

MAJOR CONTROLS AND LOCATIONS OF STABILIZATION PRACTICES: N/A

PROJECT SPECIFIC LOCATIONS: TEXAS AVE., HWY 277, S CLACK ST., CATCLAW DR.

SURFACE WATERS AND DISCHARGE LOCATIONS:  
EXISTING STREETS AND STORM SEWERS

TYPICAL AREAS WHICH WILL NOT BE DISTURBED:  
AREAS WITH EXISTING SIDEWALK.

ENDANGERED SPECIES, DESIGNATED CRITICAL HABITAT AND HISTORIC PROPERTY: EPIC SHEET

ESTIMATED START DATES AND DURATION OF ACTIVITIES IN THE INTENDED SCHEDULE/SEQUENCE OF EARTH-DISTURBING ACTIVITIES: AUGUST 2020  
60 WORKING DAYS.

NATURE OF ACTIVITY:  
SIDEWALK CONSTRUCTION.

MAJOR SOIL DISTURBING ACTIVITIES:  
N/A

TOTAL PROJECT AREA:  
2,210 LF IN CITY OF ABILENE RIGHT OF WAY  
2,863 LF IN TxDOT RIGHT OF WAY

TOTAL AREA TO BE DISTURBED (AT EACH SITE):  
0.54 ACRES

WEIGHTED RUNOFF COEFFICIENT BEFORE CONSTRUCTION:  
N/A

WEIGHTED RUNOFF COEFFICIENT AFTER CONSTRUCTION:  
N/A

EXISTING CONDITION OF SOIL & VEGETATIVE COVER:  
N/A

% OF EXISTING VEGETATIVE COVER:  
N/A

NAME OF RECEIVING WATERS:  
ELM CREEK VIA EXISTING DRAINAGE SYSTEMS  
LITTLE ELM CREEK VIA EXISTING DRAINAGE SYSTEMS

EROSION AND SEDIMENT CONTROLS

USE "T" OR "P" IN THE BLANKS BELOW IF APPLICABLE (T= TEMPORARY, P= PERMANENT)

**SOIL STABILIZATION PRACTICES:**

P	BUFFER ZONES	P	PERMANENT PLANTING, SODDING, OR SEEDING
	MULCHING		PRESERVATION OF NATURAL RESOURCES
	TEMPORARY SEEDING		SOIL RETENTION BLANKET
	OTHER		OTHER

OTHER:  
DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITY HAS CEASED (TEMPORARILY OR PERMANENTLY) SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITIES ARE SCHEDULED TO RESUME WITHIN 14 DAYS.

FOR CONSTRUCTION PROJECTS, THIS DISTRICT OF THE TEXAS DEPARTMENT OF TRANSPORTATION USES SITEMANAGER, A COMPUTER BASED CONSTRUCTION RECORD-KEEPING SYSTEM, AS PART OF RECORD FOR PROJECT WORK INCLUDING ENVIRONMENTAL RELATED ACTIVITIES. DOCUMENTATION DESCRIBING MAJOR GRADING ACTIVITES, TEMPORARY OR PERMANENT CESSATION OF CONSTRUCTION AND STABILIZATION MEASURE IS PART OF THIS SYSTEM AND IS INCORPORATED BY REFERENCE INTO THIS SW3P.

**STRUCTURAL PRACTICES:**

	CHANNEL LINERS		DIVERSION DIKE AND SWALE COMBINATIONS
X	CURBS AND GUTTERS		DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
	HAY BALES		DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
X	PAVED FLUMES		ROCK BEDDING AT CONSTRUCTION EXIT
	PIPE SLOPE DRAINS		STONE OUTLET STRUCTURES
	ROCK FILTER DAMS		STORM INLET SEDIMENT TRAP
	SEDIMENT BASINS		TEMPORARY EROSION CONTROL LOGS (BIOLOGS)
	SEDIMENT TRAPS		TIMBER MATTING AT CONSTRUCTION EXIT
	SILT FENCES		VEGETATIVE FILTER STRIPS
	STORM SEWERS		VELOCITY CONTROL DEVICES
	OTHER		OTHER

**OFFSITE VEHICLE TRACKING CONTROLS:**

	HAUL ROADS DAMPENED FOR DUST CONTROL
X	EXCESS DIRT ON ROAD REMOVED DAILY
	LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
	STABILIZED CONSTRUCTION ENTRANCE
	OTHER

NARRATIVE – SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:  
SET BARRICADES, CONSTRUCT SIDEWALK, CURB AND GUTTER, DRIVEWAY APRONS, SIGNS, TRAFFIC SIGNAL IMPROVEMENTS.

STORM WATER MANAGEMENT:  
DAILY CLEANUP OF EXCESS DIRT AND OTHER MATERIAL.

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE:  
N/A

INSPECTION:  
N/A

WASTE MATERIALS:  
ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL STATE AND LOCAL CITY SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION AND THE TRASH WILL BE HAULED TO A PERMITTED LANDFILL. NO CONSTRUCTION WASTE MATERIAL WILL BE BURIED ON SITE. CONSTRUCTION DEBRIS AND LITTER SHOULD BE PICKED UP ON A DAILY BASIS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WASTE AND DIRT PILES SHOULD BE REMOVED ON A WEEKLY BASIS.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):  
NO LONG TERM WATER QUALITY IMPACTS ARE EXPECTED AS A RESULT OF THE PROPOSED PROJECT. SEE THE NEXT PLAN SHEET FOR A LIST OF POTENTIAL POLLUTANTS. IN THE EVENT OF A MAJOR SPILL, NOTIFY THE TxDOT ENGINEER IMMEDIATELY. ALL PERSONNEL WILL BE INSTRUCTED IN THE PROCEDURES FOR SPILL HANDLING AND DISPOSING OF ANY HAZARDOUS MATERIALS THEY WILL BE USING. ALL SPILLS, INCLUDING THOSE OF LESS THAN 25 GALLONS SHALL BE CLEANED IMMEDIATELY AND ANY CONTAMINATED SOIL SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND BE DISPOSED OF PROPERLY. DESIGNATED AREAS SHALL BE DETERMINED BY THE AREA ENGINEER FOR SPOILS DISPOSAL AND MATERIAL STORAGE. THESE AREAS SHALL BE PROTECTED FROM RUN-ON AND RUN-OFF. MATERIALS RESULTING FROM THE DESTRUCTION OF EXISTING ROADS AND BEING REMOVED AND/OR DISPOSED OF BY THE CONTRACTOR WILL BE DONE SO IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES AND REGULATIONS AND WITH THE APPROVAL OF THE PROJECT ENGINEER. ANY CHANGES TO AMBIENT WATER QUALITY DURING CONSTRUCTION OF THE PROPOSED PROJECT SHALL BE PROHIBITED AND MAY RESULT IN ADDITIONAL WATER QUALITY CONTROL MEASURES, WHICH SHALL BE MITIGATED AS SOON AS POSSIBLE AND SHALL BE REPORTED TO THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) WITHIN 24 HOURS OF BECOMING AWARE OF IMPACTS.

SANITARY WASTE:  
ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

REMARKS:  
CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICABLE OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSEWORK PILING, DEBRIS OR OTHER OBSTRUCTIONS PLACED DURING CONSTRUCTION OPERATIONS THAT ARE NOT PART OF THE FINISHED WORK. DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLAND, WATER BODY OR STREAMBED.



TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)

NO SCALE				SHEET 1 OF 2	
FWHA DIVISION	PROJECT NO.			HIGHWAY NO.	
6	CSJ#0908-33-099			N/A	
STATE	TAYLOR				
TEXAS	ABILENE				
DISTRICT	CONTROL	SECTION	JOB		
ABL			35		

LIST OF POTENTIAL POLLUTANTS		
POTENTIAL POLLUTANT	RELATED SOURCE	CONTROLS
CEMENTATEOUS MATERIAL AND CEMENTATEOUS AGGREGATES (BROKEN CONCRETE)	REMOVAL OF CONCRETE RIPRAP, CULVERT COMPONENTS, BRIDGE COMPONENTS, ETC.	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
MILLED ASPHALTIC CEMENT PAVEMENT (MILLINGS)	OBUTERATION OF ABANDONED ROAD AND PLANING OF ASPHALT	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
VIRGIN ASPHALTIC MATERIAL INCLUSIVE OF PRIME OILS, PRECOAT AGGREGATES, AND HOT MIX BITUMINOUS MIXTURES	APPLICATIONS OF PRIME COATS, SEAL COAT, AND PAVING OPERATIONS	THIS MATERIAL SHALL BE APPLIED AT APPROPRIATE RATES FOR CONSTRUCTION PURPOSES WHICH WILL PRECLUDE THESE MATERIALS FROM ENTERING RUNOFF. IN THE EVENT OF ANY UNINTENDED DISCHARGE, CONTROLS TO CONTAIN RUNOFF WILL BE IMMEDIATELY PLACED AND TCEQ WILL BE IMMEDIATELY NOTIFIED.
CONCRETE, REBAR, WIRE, WIRE FABRIC LUMBER, NAILS, STYROFOAM BLOCK, FIBERBOARD, CURING COMPOUND AND LINSEED OIL	CONSTRUCTION OF CONCRETE BRIDGE COMPONENTS SUCH AS DRILLED SHAFTS, CULVERTS, ABUTMENTS, BENTS, REINFORCED CONCRETE SLABS, RAIL, INLET, CONCRETE TRAFFIC BARRIERS, CURB AND CUTTER, RIPRAP AND SIGN FOUNDATIONS	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF. ANY TEMPORARY FILLS MUST BE REMOVED IN THEIR ENTIRETY AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING CONDITION/ELEVATION.
MASONRY CONCRETE BLOCK, GEOGRID FABRIC, CARDBOARD, AND PLASTIC RAP	CONSTRUCTION OF MODULAR RETAINING WALL SYSTEMS	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
WOOD POSTS, STEEL POSTS, BARRELS, CONES, SIGN BOARDS (ALUMINUM AND PLYBOARD), FASTENERS, NUTS, BOLTS, AND WASHERS	PLACEMENT AND/OR REMOVAL OF BARRICADES, SIGNS AND TRAFFIC CONTROL DEVICES	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
WOOD POST, STEEL POST, STEEL FASTENERS, NUTS, BOLTS, AND WASHERS	CONSTRUCTION OF METAL BEAM GUARD FENCE	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
STRUCTURAL STEEL I-BEAM, SIGN BOARDS, AND CONCRETE FOUNDATIONS	REMOVAL OF ROADSIDE SIGN ASSEMBLIES LARGE AND SMALL	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
THERMOPLASTIC PAINT, GLASS BEADS, REFLECTIVE TABS, AND RAISED REFLECTIVE PAVEMENT MARKERS	APPLICATION OF PAVEMENT MARKINGS/MARKERS	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
PETROLEUM PRODUCTS (SMALL QUANTITIES INTRODUCED BY CONTRACTOR)	EQUIPMENT FAILURE, MAINTENANCE AND REPAIR	ALL EQUIPMENT AND VEHICLE MAINTENANCE SHALL BE PERFORMED IN A DESIGNATED AREA WITH APPROPRIATE MEASURES FOR CONTAINMENT AND PROPER DISPOSAL OF ALL WASTE MATERIALS INCLUDING HYDRAULIC OIL AND OTHER LIQUIDS IN ACCORDANCE STATE AND LOCAL WASTE MANAGEMENT REGULATIONS. ALL MATERIAL STORED PRIOR TO DISPOSAL SHALL BE CONTAINED IN A CONTAINER WITH A SECURE COVER MEETING ALL STATE AND LOCAL WASTE MANAGEMENT REGULATIONS.
ELUGIBLE NON-STORM WATER DISCHARGES INCLUDING BUT NOT LIMITED TO NON-POTABLE WATER AND NON-STORM WATER DISCHARGE	MOISTURE APPLICATIONS FOR DUST CONTROL, DENSITY, VEGETATION WATERING, NON-DETERGENT VEHICLE WASHING, AND AIR CONDITIONING CONDENSATE	THIS MATERIAL SHALL BE APPLIED AT APPROPRIATE RATES FOR CONSTRUCTION PURPOSES WHICH WILL PRECLUDE THESE MATERIALS FROM ENTERING RUNOFF. IN THE EVENT OF ANY UNINTENDED DISCHARGE, CONTROLS TO CONTAIN RUNOFF WILL BE IMMEDIATELY PLACED AND THE NON-POTABLE WATER WILL BE RECOVERED AND PROPERLY STORED FOR REUSE.
SURVEY STAKE, FLAGGING TAPE AND PAINT	SURVEY STAKING, ALIGNMENT ESTABLISHMENT	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
WASTEWATER	WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
SOAPS AND SOLVENTS	VEHICLE AND EQUIPMENT WASHING	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.
UNSUITABLE FILL MATERIAL	EXCAVATION -- ROADWAY, SPECIAL AND EROSION CONTROL	THIS CONSTRUCTION WASTE SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. WHEN STORED ON SITE PRIOR TO DISPOSAL, IT SHALL BE CONTAINED SO AS TO ENSURE THAT IT CANNOT ENTER SURFACE RUNOFF.

FHWA DIVISION		PROJECT NO.		HIGHWAY NO.	
6		CSJ#0908-33-099		N/A	
STATE		TAYLOR		SHEET NO.	
TE XAS		ABILENE			
DISTRICT	CONTROL	SECTION	JOB		
ABL				36	